

LAW *AND* ORDER

Vol. 3

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No. 6



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Marvin Griffin
Governor of Georgia

The Montgomery (Ala.) Junior
Detective Bureau
A Working-With-Youth article
by Don McKee

"The Other Side of the Coin"
by James C. N. Paul and
and Richard A. Myren

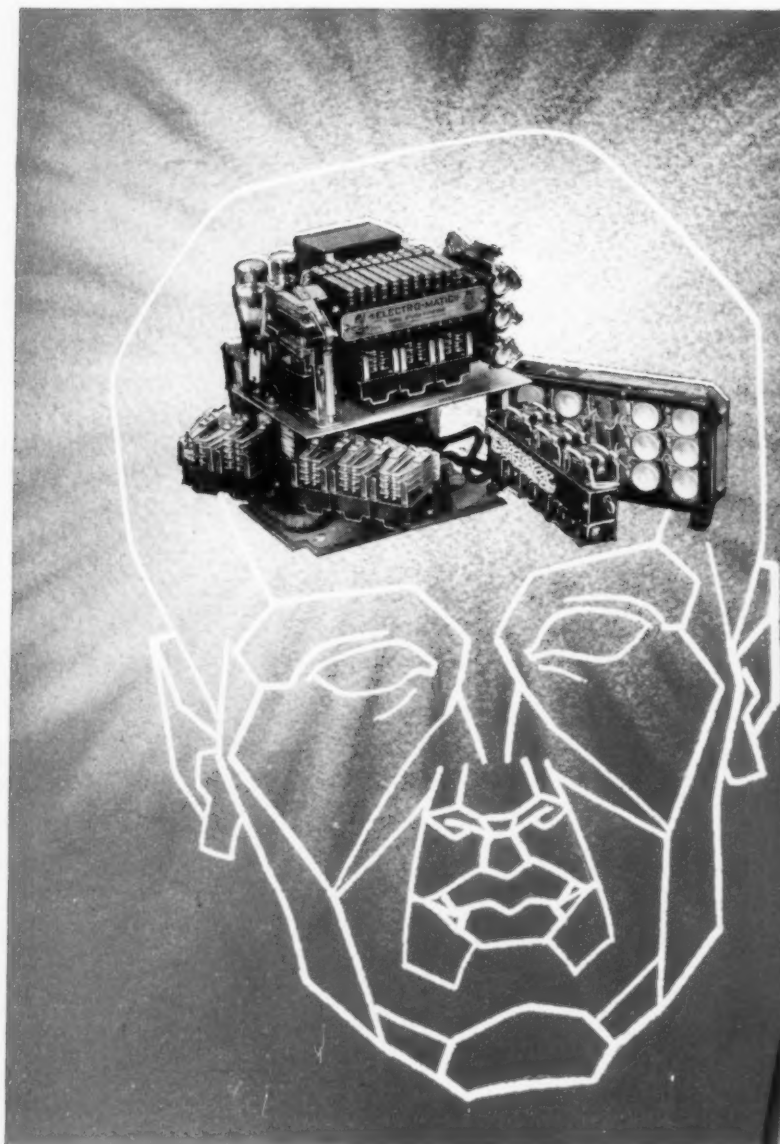
TRAFFIC CONTROL ISSUE

Radar and Speed
A Science-In-Crime Feature

Calculating Speed from Skid Marks
by Capt. Raymond E. Clift

Traffic Control Systems
A special report from a LAW
AND ORDER survey

SPECIAL: Traffic Control Equipment
and Directory

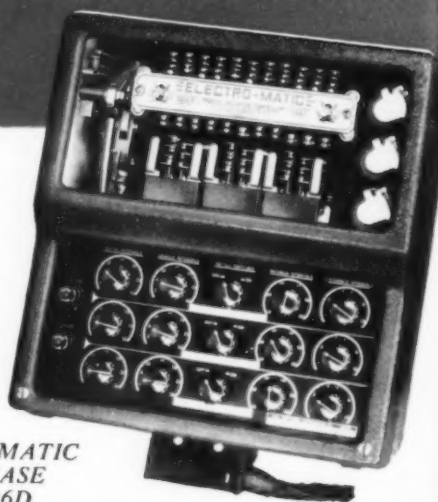


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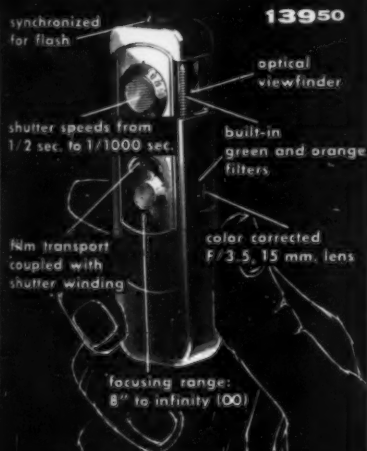
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LAW AND ORDER

AN INDEPENDENT, PROFESSIONAL MAGAZINE FOR ALL CONCERNED WITH THE
BUSINESS OF LAW ENFORCEMENT

Vol. 3

JUNE 1955

No. 6

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Trooper Glen Sowash of New Jersey Turnpike's "Radar Two" team, flags a speed violator spotted by the team's radar equipment (story on page 6). Photo by LAW AND ORDER staff.

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WILLIAM C. COPP
Publisher

LEE E. LAWDER
Editor

DAVID O. MORETON
Technical Editor

BRUCE HOLMGREN
Contributing Editor

IRVING B. ZEICHNER
Law Editor

"JO" HAIGHT
Art Director

FRANK G. MACALOON
Police Equipment News Editor

LILLIAN PETRANEK
Advertising Manager

HOWARD A. ROSE, Circulation Manager

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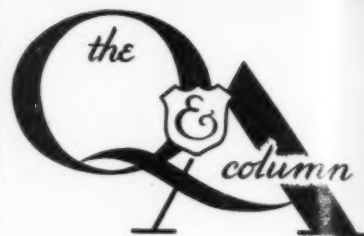
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Compiled by

John I. Schwarz,
Chief of Police, Easton, Penna.

The Questions

- 1: What is the purpose of an "Alias Warrant"?
- 2: What is an arrest?
- 3: Define an autopsy.
- 4: What is another name for Autopsy?
- 5: What is Bail?
- 6: Can bail be entered on Sunday?
- 7: What is a breach of the peace?
- 8: What is meant by Certiorari?
- 9: What is meant by Change of Venue?
- 10: For what reason would a person ask for a Change of Venue?
- 11: What is a Commitment?
- 12: What is common law?
- 13: Where do most of our common laws originate?
- 14: What is a complaint?
- 15: What is meant by "Constitution"?
- 16: What is contempt of court?
- 17: What is meant by Corpus Delicti?
- 18: What are courts?
- 19: What is a crime?
- 20: Who is a defendant in a criminal action?
- 21: Define evidence.

The Answers

- 1: A second warrant issued on the same information or complaint when the first has been lost or in the event a second warrant is needed.
- 2: The taking of a person into custody by legal authority.
- 3: The medical or surgical examination of a dead body to determine the cause of death.

(Continued on Page 31)

Law and Order

GUEST EDITORIAL

Marvin Griffin



Governor of Georgia

IN THESE DAYS of multifarious laws and legal restrictions the demands made upon law enforcement officers are almost infinite in their number and variety. They are called upon to sustain federal statutes, state laws, city ordinances, county regulations and other of an official nature. Hence, the duties of law officers and the fields in which they serve have grown to be more complex than ever before.

For this reason the persons who enforce the law have thrust upon them responsibilities far greater and far more exacting than at any other period in our history.

The law, theoretically, protects each citizen in his rights and at the same time, provides just punishment for those convicted of law violation. This is not always the case, in practice, since the law does not and can not protect all citizens exactly alike nor can it always provide just punishment in the myriad of cases its enforcement invokes.

Such a condition makes it all the more necessary that the stature and ability of our law enforcement officers be kept on as high standard as possible. The officer, himself, often is looked upon as "the law" and his conduct in enforcement, must at all times, be as fair and as impartial as human efforts can make it.

It is gratifying that we, in America, have so many well-organized and highly efficient groups in charge of the enforcement of the law. From the local level to the federal level there has been a steady improvement in the class of men and women engaged in these fields in recent years.

The day of the browbeating, irate and incompetent officer has passed into oblivion. Instead we now see a trend toward courtesy, fairness and understanding on the part of the men whose duty it is to uphold and carry out the statutes of the land. Wherever such evolution has taken place there has grown a deeper respect for laws of all kinds.

The field is a wide one and offers great opportunities to men and women who want a career where duty and patriotism are compulsory ingredients, if success is to be won. The more competent and more able officers we are able to obtain throughout the country, the better and more satisfactory law enforcement will become.

Marvin Griffin



Radar and

SPEED

by David O. Moreton, Technical Editor

A Science in Crime Feature

Radio Directing And Ranging—RADAR

An Introduction

In its simplest definition it is a system for locating reflecting objects by means of radio signals. Webster defines it as "A radio detecting device that emits and focuses a powerful scanning beam of ultra high-frequency waves and establishes through reception and timing of reflected waves the distance, altitude, and direction of motion of any object in the path of the beam, unhindered by darkness, storm, cloud or fog".

Although the details of various radar systems differ, depending upon the particular type and the use for which it is intended, the basic principles are the same. A series of accurately timed and very short pulses of radio frequency (frequencies may range from approximately 100 to over several thousand megacycles) are transmitted by a directional antenna. Since these pulses represent only a small part of the total time, the power in the pulse may be quite high without the average power (and hence the size of the equipment) becoming excessive.

If these transmitted signals (pulses) strike a conducting object (target) some part of these signals are reflected. These reflected signals (pulses) may then be picked up by the radar receiving system. Basically the direction of the receiving antenna when the reflection is received or detected gives the direction of the target, and the time between the transmission of the pulse and its return gives the distance. Radio waves travel at 186,000 miles per second.

The most common radar units use a common antenna for both transmission and receiving, the use of a common antenna requires the use of a TR switch (transmit-receive switch). This unit which is merely an electronic switch cuts out the receiver circuit when a pulse is being transmitted and then opens the circuit between transmitted pulses so that the antenna can pick up the reflected pulses. The range of radar is limited by the distance the signal can travel out and back between transmitted pulses, since each pulse must make a complete trip before the next pulse transmission.

The Green Box

In 1947 the Automatic Signal Division of Eastern Industries, Inc. Norwalk, Connecticut introduced the model S-1 Electro-matic Radar Speed Meter; the improved model S-2 in 1954 and the model S-2 A in April 1955. The model S-1 and S-2 units both operate on 6 volts D.C. drawing 8 amperes per hour or 120 volts 50-60 cycle A.C. (50 watts). The model S-2 A operates on 12 volts D.C. taking advantage of the newer 12 volt electrical systems in the 1955 model police cruisers.

The Electro-matic Radar Speed Meter is not actually a radar unit in the strictest sense of the word in that it does not alternately transmit a signal and receive the reflected signal. The Electro-matic Speed Meter sends out a steady signal all of the time on 4 of its 8 dipole antenna receiving the reflected signal on the remaining 4 dipoles. True Radar sends pulses and measures the time

for each pulse to return, this time is recorded on an oscilloscope screen giving a pattern.

Microwaves behave similar to light and can be aimed or directed so as to hit specified targets. The Electro-matic Speed Meter operates on the theory that a radio wave, when reflected from a moving target in the wave path, will undergo a shift in wave length proportional to the speed of the moving target. This is apparent in the case of sound waves; the characteristic wail of a train whistle as it passes an observer. It is the "wail" produced on the radio frequency wave by the moving target that is evaluated in the reading of the Electro-matic Radar Speed Meter.

The frequency of a radio wave received, as compared to the transmitted frequency, can be expressed by the following formula:

$$F_r = \frac{c + v}{c - v} F_t$$

Where:

F_r is the Received Signal Frequency

F_t is the Transmitted Frequency

c is the velocity of light

v is the velocity of the target

The receiver measures the Doppler or difference frequency (F_d) between the transmitted and the received frequencies. This can be expressed by subtraction and rearrangement of the above equation as follows:

$$F_d = \frac{2v}{c - v} F_t$$

The above formula is specifically true only when the direction of the movement of the target is in the same direction as the shortest distance between the Transmitter-Receiver and the Target. An angle between the two directions requires a Cosine factor for the more general solution. The Cosine of the angle less than 10 degrees, however, yields an accuracy within 2%; this factor can therefore be dropped. Also, since the relative velocity of the target to that of light is exceedingly small, the formula can be simplified to the following: (Note that the Doppler is now linear with respect to target velocity).

$$F_d = \frac{2v}{c} F_t$$

Since:

$$\lambda = \frac{c}{F_t}$$

the wave length of the transmitted radio wave

Then:

$$F_d = \frac{2v}{\lambda}$$



Above left: N. J. State Troopers Sowash and Trpisovski set equipment and adjust position of the Electromatic Radar Speed Meter. Right: Holding the 70 M.P.H. tuning fork in position for a speed check.

With speeds expressed in miles per hour and the wave length in centimeters, the Doppler frequency becomes:

$$F_d = \frac{89.4 v}{\lambda}$$

Rearranging, we get speed in terms of the Doppler shift as follows:

$$v = \frac{F_d \lambda}{89.4}$$

In the Electro-matic Speed Meter Model S-2 the frequency is 2455 Megacycles, therefore

$$v = \frac{F_d}{7.31} \text{ MPH}$$

The Doppler beat note, as calculated from the previous equations for the 2455 megacycle frequency, is 7.31 cycles per second per mile per hour. An amplifier is used to increase the received signal energy to a point where it can operate a frequency meter. The frequency meter circuit is connected to the output of the amplifier, which produces a signal of sufficient strength to deflect the needle of a conventional electric meter, which is calibrated in miles per hour. This meter is called the indicator unit.

In addition to the indicator unit an Esterline—Angus Instrument Recorder unit can be used. The use of the Graphic Recorder, as the aforementioned instrument is called, is necessary if a permanent record of speeds is desired. The operation of the Graphic Recorder is entirely automatic and operates simultaneously with the indicator unit.

On Tour With Radar Two

Radar Two is a team composed of three New Jersey State Troopers of which Trooper Francis Trpisovski is in charge. He and his fellow troopers Glen Sowash and Joseph Trainor are assigned to the northern section of the New Jersey Turnpike from interchange 5 to interchange 18 the extreme northern end.

Law and Order's reporter received permission to ride with Radar Two on its tours until all of the necessary pictures could be taken and he became completely familiar with the actual field operations of a Radar Team. Capt. George L. Probert at the Turnpike Administration Office at New Brunswick readily gave his permission and turned the details over to Lt. Joseph W. Mack one of his assistants. Lt. Mack had all of the facts and figures you could possibly want to prove the benefits in lives saved and accidents prevented as the result of a coordinated program of Radar Pickets and Cruiser Patrol. The following figures given to Law and Order by Lt. Mack indicate a steady decline.

Accident Total	1952	713
	1953	582
	1954	550
Injurious Accidents	1952	339
	1953	279
	1954	238
Individual Injuries	1952	835
	1953	669
	1954	533
Fatal Accidents	1952	33
	1953	26
	1954	18
Total Fatalities	1952	47
	1953	36
	1954	23

Computing on the basis of 100 million miles these figures shown even with a 20% increase in traffic that in 1952 6.11 deaths occurred per 100 million miles, in 1953 4.14 deaths and in 1954 2.47 deaths.

On patrol Radar Two uses the following equipment: one Electro-matic Radar Speed Meter Model S-1 complete with power cables, tripod and indicator unit. One Esterline-Angus Instrument Recorder Unit (referred to as a Graphic Recorder). A Plymouth Station Wagon in which the equipment is set up and two Chrysler Patrol Cars. All three cars are equipped with two way, three channel RCA radios. The members of the team alternate the operation of the equipment so that the same trooper operates the equipment every third day.

Set up is done by all three members of the patrol once they arrive in position for the beginning of the tour. The tailgate of the Plymouth is dropped and the green boxed Transmitter-Receiver unit is removed from its case and traveling position in the rear of the wagon, the photographic type tripod is adjusted and mounted to the bottom of the unit. As shown in the photograph Trooper Sowash is aiming the unit at approaching traffic, Trooper Trpisovski has just finished connecting the power cables and waits for Trooper Trainor to complete the set up and adjustment of the equipment within the wagon.

In the next photograph Trooper Trpisovski has just struck the tuning fork that the Automatic Signal Division has made available to test the accuracy of the equipment in the field. This tuning fork vibrates 512 cycles per second sending out a beat note the equivalent of a vehicle moving at 70 miles per hour. As shown in the formulas previously 7.31 cycles per second equals 1 mile per hour therefore the accuracy of such tests is authenticated. With Trooper Trpisovski holding the vibrating fork in front of the unit, Trooper Sowash holds the indicator unit (behind Trpisovski) and Trooper Trainor checks the Graphic Recorder. Both instruments should record a steady 70 miles per hour. Trooper Trainor next checks to see if Radio Transmission effects the unit, after this test

was made it was found that the unit had to be lowered slightly and moved just a bit to eliminate radio interference.

Once this was done Troopers Trpisovski and Sowash ran another speed check with the patrol cars; upon being advised by Trooper Trainor that everything checked out they took up their positions approximately a quarter of a mile down the road. The New Brunswick control tower was advised that they were in operation and Trooper Trpisovski checked to make sure that the Court Clerk was on duty at the Interchange down the road. The Township in which the unit is operating supplies the Clerk.

While we waited for violators, Trooper Trainor pointed out that they use an auxiliary pair of heavy duty batteries which are charged when the motor is running. In addition to the auxiliary batteries that are a permanent installation a variable ampe meter has been added so that the operator can control the flow of current to the unit to eliminate fluctuation. Turning off the motor can be compensated for by advancing the meter and drawing more current from the batteries; battery life is long—3 to 5 hours of constant operation without recharging.

Trooper Trainor also pointed out that the Electro-matic Radar Speed Meter has a greater range than that shown on the specifications however, it is not practical to use this greater range except under specific conditions, such as very low traffic flow late at night or early morning. Radar Two sets up their unit so that as conditions vary they can if necessary adjust the range. They usually range at from 150 to 175 feet as called for on the manufacturer's specifications.

The Esterline-Angus Instrument Recorder unit operates all of the time during the patrol and is documented visual evidence of a speed violation. The operator notes the time and weather conditions on the recorder tape every half hour or hour. These tapes are all analyzed by the statisticians at headquarters which gives the Turnpike Authority much valuable traffic flow data.

As a violator is identified by the Radar Unit the operator identifies the car, license number and state, and marks the recorder tape accordingly.

As a team Radar Two works smoothly and efficiently, using the reduced range channel on their respective radios they have cut down the operational procedure so that they identify themselves by first names, nick names or just by voice; on other channels however, they stick to standard procedure.

An actual on the spot transcript of a typical transmission from Trooper Trainor operating the Radar Unit is as follows:

"Here you are 72 miles per hour—light gray Olds Convertible 3 George 2326 New York in the passing lane—he knows it—he's in the right lane—first car—you got him" . . . Trooper Sowash has flagged down the violator and checks back "3 George 2326 New York—light gray Olds Convertible Black Top"—Trooper Trainor replies "72 miles per hour."

While Trooper Sowash identifies himself and asks for the driver's license and registration—Trooper Trainor calls again—

"A double header 87 and 80 miles per hour—Two Tone Buick William Mary 86 New Jersey and Tan Chevy Convertible Sugar Uncle 442 New York, in the passing lane—they are first in line now—there they are—you've got them". This time Trooper Trpisovski flags down the violators backed up by Sowash. Trpisovski checks back "Joe—two tone Buick—William Mary 86 New Jersey—Tan Chevy Convertible Sugar Uncle 442 New York". Trainor answers "Buick 87—Chevy 80". This continues over the entire period of the tour, Radar Two usually collects two or three violators at a time and one member

of the team takes the violators into the Township Clerk.

During a month's operation Radar Two issues from 450 to 700 Summons for violations. During the month of April of this year a total of 1302 Summons were issued by the two Radar Patrols and the Patrol Cars, the break down of these violations by state was as follows: New Jersey 328; New York 340; Pennsylvania 179; other states 455.

When some violators are flagged down they hit the brakes hard and the cars weave terrifically, sometimes skidding in the direction of the Trooper. Troopers quite often have to dive over the hoods of their patrol cars or off of the shoulder of the road and down the bank to avoid being hit. Only one Trooper has lost his life, he turned his back on approaching traffic after walking back to check a license plate and was sideswiped. (All troopers now park their cars in back of the violators and always face traffic). When brought to a skidding halt, the drivers invariably ask "What's the matter officer?" They actually seem amazed that they have been caught.



Trooper Joseph Trainor reports a violator to his teammates. Note Esterline-Angus Instrument Recorder unit.

Excuses are varied—"wasn't watching the speedometer"; "new shoes can't feel the pedal"; "I just opened it up for a second"; "but it won't go that fast, it was registering 63" and so forth. Many readily admit they were speeding while another is going to see his friend so in so, or "see if I do a favor for one of you guys again" others are going to contest it (they can't win).

In riding with Radar Two there was only one thing that seemed wrong to us and each time the wrong presented itself at an inopportune moment. On the Turnpike there are three radio channels being used, each channel serves a definite purpose. Local transmission—car to car and local stations; Transmission from New Brunswick (Headquarters) and finally a master transmission for the whole Pike, this is used in an emergency to reach everyone. In addition Cities Service uses the same channels for their repair fleet.

All of this voice traffic interferes with local voice operation (Radar Two). It makes transmission and reception locally impossible whenever Cities Service or New Brunswick is on the air. When a violator has to be flagged down in a quarter of a mile he is on top of the Troopers before they can get his identity to flag him down and in some cases it comes too late so that a violator must be chased. Sometimes the voice transmission interference blankets out every attempt to communicate for several minutes. An additional voice Transceiver on another channel would be an ideal solution to this problem allowing uninterfered contact between the members of the Radar Patrol, while the other radio would keep them in contact with Headquarters in case of an emergency.

Radar Two with their superiors Capt. Probert and Lt. Mack deserve thanks for the major part they are playing in enforcing the law, saving lives and making the New Jersey Turnpike a model of good traffic control.



*for
emergency...*



*for routine
police work...*

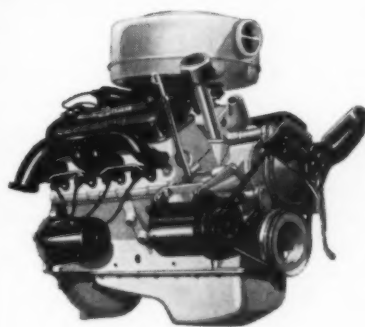
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IN THE EARLY summer of 1954, a series of incidents began which seriously disturbed the citizens of Montgomery, Alabama, and nearby Maxwell and Gunter Air Force Bases, resulting finally in the pistol slaying of an 18-year-old boy.

An article on Page 2-A of The Montgomery Advertiser June 29 gave the first hint of the ominous cloud of tragedy which hovered over the city. The story quoted a Gunter Air Force Base airman as saying he had been assaulted by five white youths who forced him into a car and drove him to the outskirts of the city before cutting and beating him. Fortunately, the victim was not hurt seriously.

The airman said the youths told him to "go back and show the others (other airmen) what we did to you . . . we are not doing much to you, but wait till we get the next one!" The full significance of that threat was to come later.

Another airman assault case was reported July 13. This time it made the front page of the city's newspapers with a big splash: "Yankee Haters Torture Airman With Lighted Cigaret Stubs," and the act was termed the "second mob assault within a week" on an Air Force member.

The complainant told police officers four teen-agers held him and burned his hands and arms with lighted cigarettes. The four offenders were later apprehended, and in court were convicted and fined for assault and battery.

With the conviction and sentencing of the quartet, police officials were quoted as saying they hoped they had "put an end" to teen-ager assaults.

That hope proved vain. For, again, on August 14, another juvenile attack on an airman was reported. Five youths were arrested and convicted in the case.

Then, on the night of August 27, occurred the event which with a shock awakened the public to the seriousness of the situation: A 21-year-old airman of Maxwell Air Force Base was beaten senseless by two teen-age boys and was admitted to a hospital in critical condition. The young serviceman suffered a concussion of the brain, fractures of the skull, cheekbones and sinus, and multiple abrasions and lacerations virtually over his entire body. He was hospitalized 18 days.

Suddenly, city officials were faced with a crisis. With the report of the brutal attack, which was followed by an immediate arrest of the offenders, Air Force leaders demanded action to curb Montgomery's juveniles—"or else."

Civic officials, the mayor, judges, the chief of police, the police commissioner, youth leaders and representatives of churches met to search for a solution to the problem of Montgomery's rampant youth. This anxiety in spite of the fact numerous juvenile gang attacks on innocent parties were never publicized.

The very life-blood of the city's revenues was endangered with the threat of an "iron curtain" being thrown up around the two Air Force Bases on opposite sides of Montgomery, as the base commanders considered declaring the city "off-bounds."

Amid the promises of hard labor sentences by judges.

The Montgomery Junior Detective Bureau

by
Don McKee
Police Reporter
The Montgomery Advertiser



the promises of good conduct by youth leaders, and proposals for a 9 p.m. curfew for juveniles, a young detective, just recently promoted to the rank of captain of detectives, voiced a plan.

The plan called for organization of a junior detective bureau. It was suggested by Captain of Detectives Edward Pearson Brown.

The idea was coolly received. No one was interested in taking such a long way about getting a job done, when "send them off to prison (the offenders)," and "get rid of 'em," was the cry.

But, despite the lack of interest in the plan, Captain Brown did not give up the idea. He sincerely believed the way to lick the juvenile delinquency was by changing the youths' attitudes and not alone by imposing upon offenders a resentful punishment which would in all probability tend to make them even worse criminals. "Change them from the inside and they'll stay changed," he thought.

At the meeting of military and civic officials, Brown, backed up by Police Chief G. J. Ruppenthal, proposed the organization of a youth detective agency. That was Aug. 30, 1954. No one moved to give the plan a try. But Brown went ahead with his plans for setting up the youth agency.

The tragic climax of Montgomery's juvenile-airman incidents came just 10 days later.

An 18-year-old boy, a parolee trying to "go straight," was shot down by an airman who was sitting beside his pregnant wife on his own front porch. He, no doubt, had feared the youth, who reportedly jumped up and down

Chief R. L. Lampley (left) of the fire dept. presents Capt. E. P. Brown with \$400 netted from sale of barbecue tickets





Junior Detectives sworn in—Judge John B. Scott administers oath of office

on the airman's car, might be a member of a juvenile gang who had attacked an airman only weeks before. A jury, undoubtedly influenced by the juvenile violence, freed the airman when he was brought to trial in the Montgomery County Circuit Court on a charge of manslaughter.

Now Captain Brown set to work in dead earnest, determined to form his junior detective bureau. On September 7, he announced plans were being formulated and were nearing completion. Original plans calling for setting up the youth police force through schools were abandoned after opposition was felt from a high school official. But the captain pushed his idea—all on his own.

His labor brought fruits. On October 5, more than 50 Montgomery businessmen pledged themselves as directors of the Montgomery Junior Detective Bureau at a meeting called by Brown in the recorder's courtroom of City Hall. The success of the bureau was termed "apparent" by the captain at that meeting.

Application blanks for aspiring young members were printed and distributed through local fire stations. And as applications continued pouring in during the first two weeks after the blanks were made available. Brown was forced to limit his membership to 200—at least until he could organize.

A huge barbecue was held Nov. 24, and it proved a big success, netting \$900 after expenses. Police officers and firemen pitched in and sold tickets to the benefit event.

Then, it was "down-to-business" for the young policemen. A six-week training course was outlined, and under the supervision of Detective Sgt. W. T. Sheriff, went to a successful completion with 165 graduates.

Forty-five applications are now pending for membership in the organization. Ten of the junior detectives have received a special firearm training course.

The training to which the boys were subjected con-

sisted of lectures in laws of government, state and municipal, man-made and moral; safety in firearms; respect for the rights of others; police investigative tactics; laboratory aids; and definite assignments to report all traffic hazards.

The age limit for membership in the bureau is 10 to 17 years of age. Basic purpose of the organization is crime prevention, an attempt to prevent juvenile criminality through a constructive and interesting program in which the boys of the community can find an outlet for their energies. Aims of the organization are: (1) to form a closer association between members of the Montgomery Police Department, citizens of Montgomery and boys of juvenile age; (2) to build character, health and promote good conduct among juveniles; (3) to build better citizens by instilling within youth respect for law and order; and (4) to promote safety, and loyalty to the American institutions and the community and home.

With the youth officers having been sworn in and presented membership cards and badges, the organization is a smoothly functioning body at present, a sure safeguard against future juvenile misconduct.

Following the six weeks of training, the boys were given a final examination. Four captains were selected by Sgt. Sheriff, assistant director of the bureau, on the basis of their grades. The captains each head a group of boys. Next in the chain of command are two lieutenants who were elected by the boys of the particular group they supervise; and finally four sergeants also elected by the group complete the officer organization of each group.

Sgt. Sheriff is now spending full time with the bureau. The youths have purchased a bus to use in outings such as camping trips. The Junior Detective Bureau is, without reservation, a success.

The young officers are enthusiastic as junior members of Montgomery's police department. They are proud of the city and its fine police organization. And, most important, they, as the youth of the city, will influence the attitudes of once-troublesome juveniles—and only they can curb such anti-social outbursts as occurred last year. Youth, indeed, is the hope of tomorrow, of the future. And, by channeling young paths in the proper way of life, juvenile problems are eliminated.

Finally, public feeling for the program has leaped high. Parents, who sit down and listen to their eager boys tell of their admiration for the police department, and their ambitions to become law enforcement agents, upholding the great laws of this great nation, are eager to share in promoting such an endeavor. Once the organization was shown to be a method of preventing misbehavior, public approval was immediate.

Detective Captain E. P. Brown is mainly responsible for the quiet, peaceful streets of Montgomery which a few months ago were considered by many people as dangerous because of juvenile gangs. Such gangs and gangism no longer exist in Montgomery. Captain Brown's efforts have resulted in a new attitude of juveniles and

(Continued on Page 15)



EDITOR'S NOTE: This series has been designed for an in-service training program. Part VI of Public Relations is the final of the first subject. Next month we begin the Patrol Function.

One of the most difficult jobs of the man on the beat is the handling of a wide range of regulatory work. This includes matters of complaints involving violations of regulations and ordinances. This well might be covered under our chapters on "patrol" but instead, we place them under "public relations." Largely non-criminal in character, this work much more involves relations with residents than it involves the tactics and techniques of patrol.

Men On Patrol Must Check Licensed Premises

A basic part of any patrolman's job is the checking of licenses of places and businesses that require them. It is elementary that the beat man must see that such establishments not only have the appropriate licenses but also that these are up-to-date. Further, many licenses involving the acceptance of specific terms and duties by the licensee.

Making Inspections. Without trying to examine the subtle variations in laws from place to place, it is sufficient to emphasize here that in general the one accepting a license thereby agrees to such things as periodic inspection. The mere fact that a business or activity requires a license means that there is something about that activity which requires regulation.

Just in case you don't already know your powers and limitations in license matters, go over this topic with your superiors to be sure you understand what you can and cannot do. Remember that licensee in effect waives certain rights he might have were he engaged in a business requiring no license.

Act With Caution. The man on the beat must remember that many ordinances are technical in character. Experts often disagree on such regulations. Also, aside from the merits of the matter being debatable, you must remember that what you do affects a man's livelihood. Except in clear cut cases requiring obvious action, and especially in technical matters such as fire prevention ordinances, health and food matters, go easy!

This does not mean a policeman must hesitate to take summary action when conduct or occurrences in a licensed place demand such action. For example, in cases of juveniles in taverns and the like: You may have to go right in and make arrests or otherwise take action to suppress clear-cut violations.

Use Your Judgment. In general, it is well to consult higher authority before taking formal action—especially in technical ordinance cases. Remember that a conviction under an ordinance may involve a revocation of a license and jeopardizes an otherwise lawful business. It is well to think of your handling of license cases as largely an educational job.

Police On Front Line Where Permits Are Involved

We shall not get into a debate over semantics or legalisms concerning the differences between licenses and permits. The general idea is that a permit is for the doing

Primary Police Functions

Part VI Public Relations

by Bruce Holmgren

of a specific thing, such as an oil tank installation, in contrast to a license—which is for the continued conduct of something (such as to sell cigarettes) over a period of time. The basic point here is that the police must be alert to permit matters.

Serve Other Departments. Typically, permits may issue from various city departments: The fire department may issue fuel tank permits; the building department issues many different permits; the health department has them to issue. Even though these departments have their own personnel, it is usually the police who first learn of permit violations or complaints.

Suppose while cruising your beat you encounter some person doing a building job without a permit; what do you do? First of all, proceed carefully and do not assume it is a clear-cut violation until you prove that to be so. The fellow doing the job himself may not realize he needs a permit or he may think the job is too small to need a permit.

An Educational Job. Perhaps the best thing you can do is explain the ordinance and advise the party to get a permit. Above all, you must be reasonable. He may have a fulltime job and is building a garage during his spare time. He may not have had time to see the building department, for example.

The point is that you avoid summary action unless required. Of course, if the public health or safety is involved, you act at once. For example, a man about to blast a stump probably must be stopped forthwith. Even so, you have to do an educational job. This is especially true in the smaller cities. Permit matters involve things and actions that people think of as their individual rights. Even though the matter is technical (such as electric installations) and dependent on the action of the department concerned, the police can do an educational job—to the aid of that department.

Regulatory Ordinances Require Police Attention

You get a lot of things that involve neither licenses or permits but fall within the scope of regulatory ordinances. Many things are prohibited by ordinance—and are not subject to being licensed or permitted. For example, take the traditional out-building with the crescent in the door: Many communities are just now outlawing these final resting places of the mail order catalogs.

Individuals Complain. Typically, an ordinance involves some prohibited action and the complaint about one doing it usually comes from a neighbor. For example, one man calls the police because he can't sleep due to noises from animals his neighbor is keeping—contrary to an ordinance. You get the call. What happens?

First, you go to the violator and explain the matter to him—probably without telling him the source of your call. Usually, however, these people have a pretty good idea who complains. What you do depends on the facts, but probably you do not make an arrest. Rather, you try to sell the offender the idea of complying with the regulation.

Rights of Property. Unless the matter requires sum-

(Continued on Page 14)

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On the Beat

(Continued from Page 12)

mary action, you proceed slowly. If you don't you merely stir up unnecessary resentment against the police department. If you do proceed with caution, you can make a friend of the violator—and at the same time satisfy complainant. Important to remember: The situation is serious to the complainant and your action is serious to the violator.

Some General Ideas About Regulatory Work

Whether you are dealing with license inspection and enforcement, or permit or ordinance complaints, here are a few points to remember:

1. Practically all of the experts on policing and police training say that the best way to handle these cases is by education and warning rather than by arrest.
2. Never forget that you are dealing with someone's property rights, real or fancied. Further, intemperate police action can jeopardize a man's business or its reputation.
3. You can do a lot of damage by hasty enforcement, to the party involved and to your department—as a result of the repercussions that may follow your action.
4. But, where the public health is involved (remember the horsemeat cases?) or a hazardous condition is present, you must act summarily—with or without technical help from the department primarily concerned with the matter under regulation.

A Few Suggestions On Handling Regulation Offenders

Remember that this kind of work takes all the diplom-

acy and tact you can muster. When you approach the offender, you must give an impression that your attitude is reasonable. This does not mean that you pass the buck by saying something like you can't understand why those stupid councilmen passed such a crazy ordinance. Obviously, a good policeman never criticizes the wisdom of his legislative body.

Giving Information. Rather, you try to give all the information you can about the ordinance or matter involved. First, you give the offender all the facts you have. Second, you cooperate with him in getting a copy of the ordinance or whatever help is necessary from the department concerned. You explain, for example, how he goes about to get a building permit, tell him whom to see, where and when, and the like.

Do not overestimate the intelligence of your offender. It may take a lot of your patience as well as your skill with words in explaining just what he must do and the details of his license, permit or ordinance situation. It will pay dividends in good public relations for you to do a good job on this point.

Special Problems Where An Individual Complains

Many cases come to your attention through your own observation as you patrol your beat. Others you investigate or scrutinize by request of another agency or department. Often, an individual (such as a neighbor) is the complainant. Here, you have to be very careful.

Be Neutral. First and foremost, you are an absolute neutral. Remember that the complaint you received may be only an incident in a long chain of animosities. Either side may try to get you as an ally against the other. Obviously, you must be careful in what you say as explanation of the violation in question. You can be sympathetic and understanding without taking sides.

Because you want to avoid taking either party's part, you are alert to dangers of getting involved in personal quarrels. Therefore, generally, if not always, you do not disclose the source of your complaint. Of course, if there is a formal or signed complaint, the situation may be different. But ask any old-time officer who is expert at umpiring these disputes. He will tell you that one party takes advantage of another's technical offense to try to get the police into the matter.

Usually, especially in nuisance cases, the offender knows who called you, or at least can narrow down the possibilities. Here it is especially important for you to avoid taking sides. Instead, you go about doing an impartial, judicious job of explaining the ordinance and trying to bring about a cessation of the offense—without formal action.

Final Reminders. Keep in mind that you also have an educational job to do on the complainant. You may have to sell him the difficulties of compliance by the other. You may have to convince him that the offender was acting through ignorance or mistake, for example. Above all, in dealing with both sides in these usually petty cases, you have to remember that both sides take these things seriously.

This kind of problem calls for high grade police work. You can tell an experienced and capable patrolman by the way he handles these cases. Often, the more trivial the complaint, the more care and diligence it takes to settle the matter. Ask your friends who are police officers in our smallest communities. They know what it takes to handle one of these violations. (Continued on next page)

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On the Beat

Rights and Duties. When a man wants to build a garage (without a permit) at night after working hours while his neighbor is trying to sleep, you have the heart of the problem: The would-be-carpenter thinks you are infringing his inalienable rights under the Declaration of Independence and the Constitution when you make him shut off his power saw at 12:30 a.m. His neighbor, who goes to bed early because he gets up at 3:30 to start his milk route also has strong feelings. The man who said a policeman must have the wisdom of Solomon knew what he was talking about.

Montgomery Junior Detective Bureau

(Continued from Page 11)

he, largely through the junior detectives, is responsible for the zero rate of juvenile delinquency in Montgomery.

But nothing need be said for Captain Brown. The eager boys, now helpful, useful citizens; the police records; the good will between civilian and militia; and the almost absolute lack of juvenile delinquency in Montgomery—all speak for Captain Brown.

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For further information circle #57 on Readers Service Card

Calculating Speed From Skid Marks

Captain Raymond E. Clift
Executive Director

Greater Cincinnati Safety Council

CRIMINAL INVESTIGATION would be lost today without its fingerprint experts. These individuals, surrounded with an aura of infallibility, are leading figures on the police scene. They have lifted police work to a level of genuine respectability and hardly a citizen views his police department today without thinking of fingerprint experts in it. They have made an art of crime detection.

This same kind of development is needed in the field of traffic accident investigation, especially in that phase of it where the speed of vehicles is involved. No longer is it adequate, for example, to "estimate" the speed of cars involved in accidents. This estimation, by reason of human error, has proven fallible and courts are loath to accept it, unsupported by other evidence. The time is here when

About The Author . . .



Captain Raymond E. Clift was formerly Supervising Captain in the Cincinnati Police Department and Superintendent of that department's Academy. His present position is that of Executive Director of the Greater Cincinnati Safety Council, Inc. His work is closely allied with the police although he is confined largely to the field of traffic safety.

we must compute speed as closely as possible on a scientific basis.

This computation can be done, and is being done by many officers today. They do it on the strength of their knowledge of physical laws relating to energy. They have likened the skidding distance of an automobile to the baseball which is thrown and then stopped by the bat, or by the catchers glove. The forward energy of the ball is absorbed by the stopping agent, just as the highway friction stalls the forward energy of the moving vehicle.

A definite formula has been devised from their studies. It states that *the stopping distance of a car increases by the square of the rate of increase in the speed of the car.* Stated differently, this simply means that if your car is being driven at 15

M.P.H. and you skid 20 feet, you will skid 80 feet if you increase your speed to 30 M.P.H. The rate of increase in speed would be 2 and the square of 2 is 4. Thus, four times twenty gives you eighty feet.

The difficulty with this formula, of course, is that you have to work it in reverse to have it mean anything to you. We have to change it around a little. Let us say, for example, that you know the accident skid mark is 80 feet, and your test skid is 20 feet at 15 M.P.H. The way you then determine the accident speed is by this formula: *The accident speed equals the speed in the test run times the square root of the average accident skid mark, divided by the average skid mark in the test.* In an equation, the formula looks like this:

$$\text{Acc. speed} = 15 \times \frac{80}{20} \text{ or } 15 \times 2 =$$

30 M.P.H.

The quotient in this case would be 4, since 20 goes into 80 four times, and 4 is the square of 2. Thus, the accident speed would be the test speed multiplied by 2, or 30 M.P.H.

If a square root table is not available, and you have to figure out the square root for yourself, the problem is a little more difficult. Let us say your accident skid mark in the above example was 83 feet, and the average of your skid tests was 21.5 feet. This latter number then divided into 83 would give you a quotient of 3.86. Your problem would be to find the square root of 3.86. You would do this by dividing a number into it which, when multiplied by itself, would be the number 3.86. This problem in mathematics is shown by these figures:

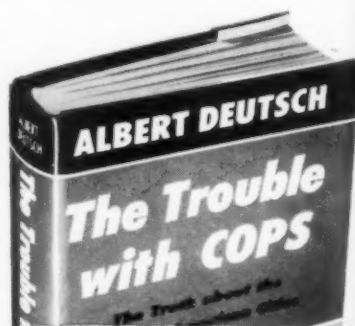
$$\begin{array}{r} 1.96 \\ \sqrt{3.86} \\ 1 \\ 29 \overline{) 286} \\ 261 \\ \hline 2500 \\ 2336 \\ \hline 164 \text{ (Drop)} \end{array}$$

The speed in this case would be 15 times 1.96, or 29.4 M.P.H.

In arriving at this square root, you always think of your dividend as pairs, and your divisor in each case becomes twice your quotient. (Then add the multiplier which, when added on and of your doubled divisor will effect a division, thus 19 doubled is 38 which goes into 250— 6 times.) Thus, 1 is your divisor in the first instant, then it becomes 2 and 9 in the second instance and finally 386.

The science of speed estimation from skid marks found at the scene of an accident can be very useful to the officer in helping him determine the real

cause of the accident. In this respect, it is invaluable as supporting evidence to eye witness accounts. It can also lead to needed road improvements, from the engineers standpoint. For these two important reasons, not to mention the public relations value in being able to speak authoritatively on a complicated subject, it is well for officers to become familiar with these speed formulas. (Reprints of this article will be supplied free up to 10 copies per department, on request! Editor.)



This book is in favor of cops!

• It's easy to criticize the police; in fact it's becoming a national pastime. But now at last America's outstanding crusading journalist has written a long-needed book that makes clear to the whole country the exact extent of the political pressures, financial inequities, and lack of proper training, that have made law enforcement the toughest job in America.

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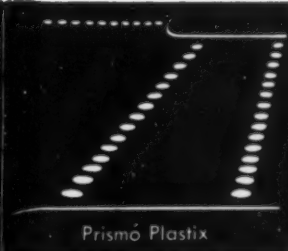
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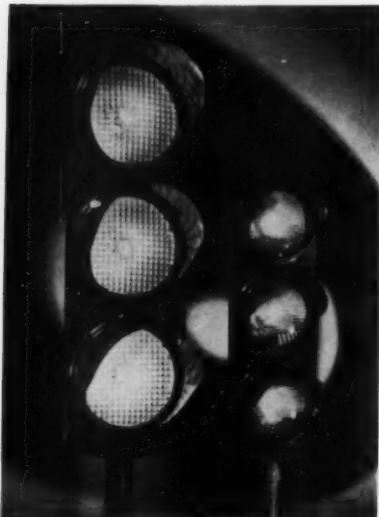
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Crouse-Hinds Company, Wolf & Seventh North Streets, Syracuse, New York, has introduced new oversized traffic signals. They say that drivers sometimes unintentionally



run through red lights at rural intersections because the standard signals now in use were designed primarily for urban areas where traffic is comparatively slow moving. The new signal, 50% larger and almost four times brighter than present urban signals can be seen more than a mile away under normal visibility conditions. For further information write to manufacturer.



Traffic House, Inc., P. O. Box 201, Marshall, Michigan, are the manufacturers of the Speed-Watch. This is a new approach to speed control. The Speed-Watch can be operated by one man. By stopping a violator with a hand signal he may see the speed he has recorded. The manufacturer says that over 600 users are reducing speeding in their communities with this device. The price is \$425.00 complete.

Edward Dolan, 215 Palisade Road, Elizabeth, N. J. makes an automatic hand signal light



for directing traffic. The "Traffic-master" is the only hand signal light that changes color automatically. A "flick of the wrist" changes the red to green and takes the confusion out of directing traffic in dark spots. For price and further information write to the manufacturer.

Traffic Control

This month Police Equipment News reports 17 products used in Traffic Control, which is the subject featured in this issue.

Below is a Directory of Traffic Control Supply Manufacturers.

Lee E. Lawder

Directory of Traffic Supplies

There are many different products that can be classified as "Traffic Supplies" and in size they may be as small as a policeman's whistle or as large as an electronic "brain" which operates traffic signals systems. In answer to our questionnaire, the following firms described their product:

Chemical Testers for Intoxications

Alcometer, Frederick G. Keys, Cambridge 39, Mass.

Drunkometer, Stephenson Corp., Red Bank, N. J.

Parking Meters

M. H. Rhodes, Inc., 30 Bartholomew Ave., Hartford, Conn.

Parking Meters Lubricants

American Grease Stick Co., Muskegon, Mich.

Signs

Ferro-Enameling Corp., 1100 57th Ave., Oakland, Calif.

Grace Sign & Mfg. Co., 3601 S. Second St., St. Louis, Mo.

Lyle Signs, Inc., 2720 University Ave. S.E., Minneapolis, Minn.

Municipal Street Sign Co., 777 Meeker Ave., Brooklyn 22, N. Y.

Sign Supports

Union Metal Manufacturing Co., Canton 5, Ohio.

Speed Checks

Automatic Signal Co., Norwalk, Conn. (Radar).

Traffic House, Inc., P. O. Box 201, Marshall, Mich. (Speed Watch)

Traffic Batons

Trafficmaster, 215 Palisade Road, Elizabeth, N. J.

Traffic Control Counters

Denominator Co., Inc., 261 Broadway, New York 7, N. Y.

Traffic Lights

Crown Signals, Inc., 1732 E. Ave., N.E., Cedar Rapids, Iowa.

Crouse-Hinds Co., Wolf & Seventh North Sts., Syracuse, N. Y.

American Safety Signal Corp., P. O. Box 208, Elkhart, Ind.

Portable Traffic Signals, Inc., 146 W. 21st St., Los Angeles 7, Cal.

Traffic Light Bulbs

Duro-Test Corp., North Bergen, N. J.

Traffic, Street Liners

Prismo Safety Corp., Huntington, Pa.

Sweet, H. C. & Co., 12345A Telegraph Rd., Detroit 39, Mich.

Traffic, Street Markers

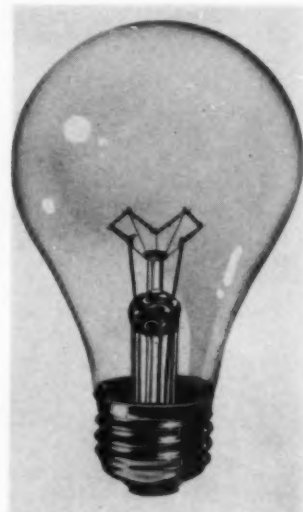
Armor Flex Traffic Products, 6969 Amherst Ave., St. Louis 5, Mo.

Warning Lights

Julian A. McDermott Corp., 40-22 National St., Corona 68, L. I., N. Y.

Shalda Manufacturing Co., 156 W. Providencia, Burbank, Cal.

Duro-Test Corporation, 2321 Hudson Blvd., North Bergen, N. J., announce a giant size version of its V-BEAM, for which they claim



these features: the only long-life traffic lamp that meets (and exceeds) the standards of the Institute of Traffic Engineers. This new 150 watt lamp has a rated life of 4000 hours, with a P-25 clear bulb 4 1/2" in over-all length. It is safer than conventional lamps because its V-shaped filament projects the light at on-coming drivers at the best possible angle, and also permits accurate focusing—it has no dead spots. For additional information write the manufacturer.

Prismo Safety Corp., Wald Industries, Huntington, Pennsylvania, make a Liner for every need and budget. The Wald Reflector-Liner is built for every striping operation.



In addition to this function, because of its high output compressor it is a handy portable source of air for indoor and outdoor spraying, it furnishes a portable, stand-by source of compressed air for air-driven equipment. There are three models, each giving fine performance with all accessories readily attachable. For further information write to the manufacturer for a catalog. See ad on page 17.

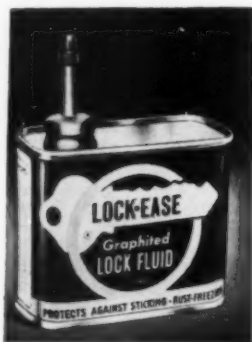
Portable Traffic Signals, Inc., 146 West 21st St., Los Angeles 7, California, offer the "Traffic Sentry" a standard four-way portable traffic signal for use in emergency or

for temporary rush hour traffic. The light has a self contained power unit and features finger tip controller timer, ball-bearing



wheels with solid air cushion tires. Each lens is illuminated independently and the entire head including hoods are made of heat treated sheet aluminum. For specifications write the manufacturer.

• • • •



American Grease Stick Company, Muskegon, Mich., are the producers of Lock-Ease graphited lock fluid, designed to prevent parking meter failure due to freezing, rust, or sticking. It may easily be applied through lube holes or keyways, it penetrates quickly, leaving a graphite film on all working parts. Seals out moisture and dust. Available in 4 ounce "controlled flow" drop or pressure stream container. Retail price is 39¢.

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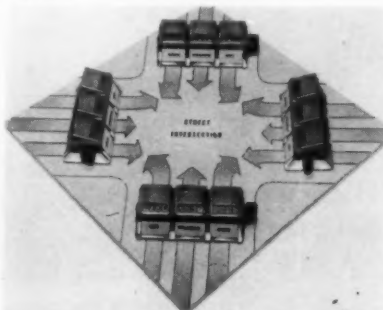
The Union Metal Manufacturing Co., Canton 5, Ohio, manufacture tapered steel poles and crossbeams for overhead signs that can be read at a glance. The manufacturer states that Monotube Overhead Sign supports have been carefully engineered and thoroughly field tested. The upright poles as well as the crossbeams are of one-piece construction, uniformly tapered, and made of heavy gauge, highest grade, open hearth steel, as an answer to adequate, effective highway marking.



Municipal Street Sign Co., of 777 Meeker Ave., Brooklyn 22, New York, have a new catalog listing the many types of signs available. For porcelain, baked enamel, cast aluminum or the new plastic fiberglass signs in all U.S. Approved specifications write Municipal. Established over 30 years, we are ready to be of service to you. See our ads on pages 22 & 31.



H. C. Sweet Company, 12345A Telegraph Road, Detroit 39, Michigan, have developed the new Florline Upright Marking Machine. This marking machine is devised to give extra benefits such as; adjusts to operator's height; upright when you run it and when you park it; makes lines faster; stays on track with minimum of direction; portable and easy to transport and clean. Priced at \$117.50.



The Denominator Company, Inc., 261 Broadway, New York 7, N. Y., have been producing tabulating machines for over 35 years. Traffic officials, in order to establish regulations which will control the flow of traffic at street intersections and wherever the movement is heavy, carefully analyze volume, type and other essential factors with a traffic control Denominator. This counter creates statistics out of which regulations are made.

Grace Sign & Manufacturing Co., 3601 S. Second St., St. Louis 18, Mo., makes traffic sign faces. These faces are in octogen and diamond shapes and in sizes 24" and 30". They may be attached over your present sign



in less than three minutes. "Es-On" sign faces are reflectorized and may be purchased in red or yellow with standard or regulatory copy or blank for screening. Prices range from \$2.80 to \$5.50 each, depending upon the quantity.

Automatic Signal Div., Eastern Industries, Regent Street, East Norwalk, Conn., manufacturer of the new Electro-Matic Electronic Cycle and Offset Selector System. Grid or arterial traffic can be moved smoothly and efficiently when signals are automatically timed to existing traffic flow. See advertisement on page 2.



Armor-Flex Traffic Products, 6869 Amherst Ave., St. Louis 5, Mo., make traffic markers. These markers are thermoplastic "blocks" that are affixed to the pavement with special adhesive to make longlasting, maintenance-free lines and messages. Lines of any desired arrangement can be made. They are used for crosswalks, center lines, lane lines, stop lines, parking areas and other lines for regulating traffic. For prices and details, write to the manufacturer.



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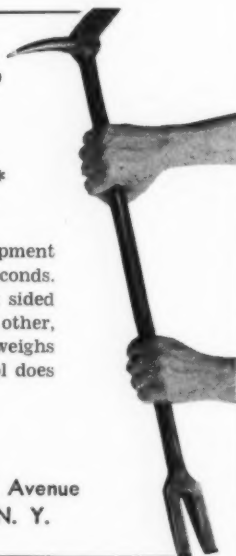
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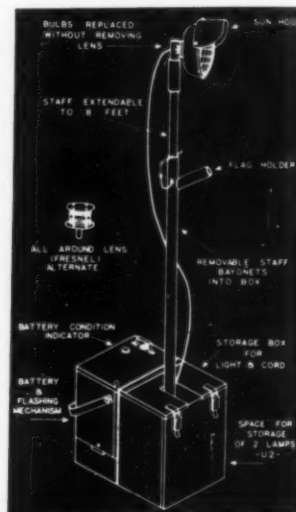
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Julian A. McDermott Corp., 40-22 National St., Corona 68, L. I., N. Y., specializing in many products that "save lives with light" offer the Heavy Weight "Traffic Stop'r". This is a warning light which is claimed to



eliminate or reduce accident hazards. Flashing lights bright enough to be seen are a major factor in reducing accidents. For emergency use or for diverting traffic away from hazardous construction the Traffic Stop'r does the job. For further information on other "light" products, write the manufacturer.

Lyle Signs, Inc., 2720 University Ave. S.E., Minneapolis, Minn., has been supplying signs to the nation for over 40 years. For immediate delivery there are 140 popular types of traffic signs. Also "Lyle Silent Policemen" help solve your traffic problems in smaller cities. They are quickly readable from all directions and have exceptionally heavy construction. Write for catalog. See advertisement on this page.



Shalda Mfg. Co., 156 West Providencia Ave., Burbank, California, manufactures a "tape measure on wheels". The Shalda Measure Meter has the following features: direct reading, no bells, no counting, no computing and has a fast reset to zero. This instrument is designed to be valuable to a police department particularly in accident investigation. Its cost is \$42.50.



"The Other Side Of The Coin"

A Commentary on the Wiretapping Controversy

by

James C. N. Paul and Richard A. Myren, Assistant Directors,
Institute of Government
The University of North Carolina

THE WIRETAPPING CONTRO-

VERSITY is a "hot" issue these days. Certainly wire taps may sometimes prove effective in the solution of crimes of many types. No doubt a wiretapping apparatus—like other recent scientific devices—is a valuable weapon to be used against criminals. And at first glance, it seems ironic and silly that our Congress, our legislatures and our courts have refused to give officers the "green light" to use wiretapping at their discretion to combat crime.

Of course some courts, today, will admit evidence obtained by a tap. But a lot won't even do that. And even those courts which admit the evidence have never given the "green light" to the police to tap. In fact in almost all states, regardless of the admissibility of the evidence, wiretapping is strictly illegal. The man who engages in it may be a trespasser. He may even be engaging in a criminal activity. This is true even though there are few civil suits against wiretappers and even fewer criminal prosecutions. The fact remains that the law is against wiretapping. The state of New York is a notable exception. It has a very strict statute—strict because of the warrant requirements—which does allow the police to tap legally, if they follow the proper procedure in getting court permission; but unless the officers tap in compliance with the statute, they tap illegally. Most other states apparently haven't even gone as far as New York. Neither has Congress.

Why? Is the law just old-fashioned and backward? Are the judges and the legislators stubborn? Is the public being sold a bill of goods by a bunch of zealots who are just for "civil rights" at any price and don't care a hoot about preventing crime and protecting our country from criminals? With all the wiretapping that actually goes on, why shouldn't we wake up, today, and get in step with modern science? That's the sort of argument lots of officers hear these days. As one writer in this magazine recently said: let's not be a bunch of "nice-nellys" about this; let's treat communists, thugs, and vice-czars for what they are; let's stop throwing up legal technicalities in the way of the people who are trying to uncover the nefarious and dangerous activities of these criminals.

We want to answer these arguments. We are lawyers, but our work is with law enforcement officers. We meet with them to discuss their problems. Law enforcement is a profession which has

our unqualified respect and admiration. And we also believe that the public is all too apathetic and unsympathetic about the difficulties thrown in the way of the police today.

But we don't want the law enforcement profession to be sold a bill of goods about wiretapping. We feel very

confidence. Public criticism and public suspicion against the tactics used by law enforcement to combat crime is both undesirable for a community and, in the long run, very damaging to the effectiveness of its police. Perhaps no other governmental activity is so dependent on the citizen's support as law enforcement. And certainly few governmental activities in this country have had as little support. It's not good but it is true that police agencies have, in the past, all too often been regarded as necessary evils. Only recently has the profession of policing won the right generally to supervise its own activity. A police chief with genuine power to run his own department as he sees best is a relatively new replacement of the police board or commission type of plural administrative head for policing agencies; and even this modern, efficient way of running a department has not yet been uniformly accepted.

Law enforcement really needs the public support, and it has been gradually winning it since the low days following the Wickersham Report on Lawless Enforcement of the Law. Not only do we need more support in financing our police agencies — in providing more benefits to the profession — but we also need support in every investigation undertaken. Most experienced investigators admit that "contacts" are the basic working tool of the investigator. In some countries, of which England is a notable example, almost every private citizen is a willing "contact" for the officer on the beat. The citizen pitches in and helps. He helps because he believes in the police and in their methods. There is no mistrust—no suspicion. This is an ideal situation which law enforcement in this country has slowly been earning by producing both excellent results with the limited manpower and materials available and also by producing more public confidence that law enforcement is dedicated to justice, not to riding roughshod over basic principles of justice. Would this slow and steady progress be aided by a campaign for legalizing unrestricted wiretapping?

A decade of continued and loud discussion of the merits of legalized, unrestricted wiretapping has made at least one point clear. The public is still against it. Nowhere is unrestricted tapping allowed in this country. And it bears repeating that even in New York the privilege is limited to law enforcement officers and hedged in with stringent judicial safeguards. This resistance

ABOUT THE AUTHORS



In our January issue we published an article advocating the use of wire taps by law enforcement officers. The authors of the following article tell the other side of the issue. Messrs. Paul and Myren write us "Our function at the Institute of Government, which has a wide program for training of many public officials, includes the organization of, and teaching in, law enforcement schools. These schools are at the in-service level. Naturally, our teaching necessitates research and practical familiarization with the legal and administrative problems facing law enforcement. These contacts have given us a great respect and affection for law enforcement officers. In addition . . . we teach in the University, particularly criminal law."

We are publishing this complete article, without editing it as a means of proving that LAW AND ORDER will present both sides of an argument. We do not necessarily agree with the authors, nor has this magazine ever advocated unrestricted wiretapping.

EDITOR

strongly that people who, out of a desire to help law enforcement, demand unrestricted power to tap phone lines, are making an unsound argument. We don't think the profession ought to buy it.

In the first place there is the all-important matter of gaining public con-

merits consideration from law enforcement agencies. What is it about wiretapping which is abhorrent to the public? Why will most citizens stand solidly behind law enforcement officers when they use such modern scientific tools as the electric speed clock and radar speed measuring devices, and yet back off with suspicion when the police talk about using wiretapping?

Here are two basic objections to legalizing unrestricted use of wiretapping:

1. Wiretapping devices are not specific in nature; they are **general** probing devices; they necessarily probe the privacy of innocent citizens as well as criminals, even when used in good faith by conscientious officers.
2. Wire taps, when properly applied, are impossible of detection and can easily be used in a very indiscriminate fashion without any responsible supervision.

From these two basic objections flow a torrent of protests, of fears, of bitterness against legalizing wiretapping. And you just can't ignore these arguments. Especially in a democracy where freedom isn't a word to policemen — but a way of doing things.

Consider the nature of the wire tap. The man placing the tap merely listens in on all telephone conversations of the people whose wires are tapped, hoping that the suspect will eventually talk about the illegal activity of which he is suspected. But there is no way of knowing when the needed sentence will be spoken. Because of this, all conversations, business and social, of all sorts of people must be overheard and recorded. The most private and intimate family and business matters of the individual whose wire is tapped become the secrets of some person who has no right and no business to overhear them. This sort of general probing for evidence—this "peeping Tom" operation against the innocent citizen who has, supposedly, an inalienable right to privacy—is contrary to basic American ideals.

"General search warrants" have long since been outlawed in English-speaking countries. "General searches"—searches which are too broad and too indiscrimi-

inate against the innocent as well as the suspect—are abhorrent to this country's ideals. Judicial safeguards in the form of warrants are required for all searches except (1) those with the individual's freely given consent, (2) those incident to a lawful arrest, and (3) those not covered by the constitutional provisions (open fields and woods). When warrants are allowed, they must specify clearly the object of the search and the articles to be seized. They are good only for a short length of time; the officer must make his search in the place specified as soon as possible and seize his contraband. He can't use the warrant to search day in and day out a man's home or business—fishing for the evidence which he suspects someday may come to light. Compare these legalized searches with unrestricted wire tap searches: they are two totally different techniques of investigation, and any thoughtful citizen can recognize the difference. And no thoughtful citizen will fail to take account of that difference.

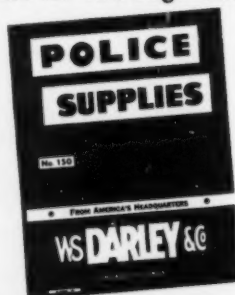
Second of the basic objections is that control of abuse of wiretapping is extremely difficult; in fact it is just about impossible unless the police themselves demonstrate a very sensitive awareness of the dangers and determine to deal very harshly with all persons who abuse the legal power to wiretap. The public knows this, and the public can't be very happy about legalizing wiretapping until it **knows** for sure that the police are going to go to the fullest possible extremes in stamping out all abuses. This means dealing with people who use wiretapping for unscrupulous purposes. It also—and this is all-important—means dealing with zealots who tap indiscriminately — on mere suspicion, the lines of private citizens. People in this country, plain and simply, reject the notion that an officer, or anybody else, can tap your line or anyone's line on mere hunches that something "hot" may turn up. They know that if that sort of practice became widespread, it would be an intolerable invasion of our most basic rights.

An old, stock argument in favor of wiretapping runs like this: we give of-

ficers a club, a gun and even a "whammy" speed radar device, and the officers don't abuse the public or run roughshod over their rights with this equipment; so why not give the officer a wire tap machine. This argument is specious.

We trust law enforcement officers with deadly weapons and with "whammies", not just because we have implicit faith in their discretion but also because we know that if an officer uses this equipment irresponsibly, his conduct can be reported and we can call him to account. Not so with wiretapping machines. If any tapping apparatus used by the police made the citizen on the line aware of the fact that his conversation was being tapped, it wouldn't be worth much. Under any system of legalized wiretapping, the citizen is absolutely powerless to protect himself from "excesses". But this would be especially true if law enforcement officers were given unlimited discretionary powers to tap private lines without court permission. Under that system the innocent citizen would have no protection; if police and private detective use of wiretapping became prevalent he could never know when his privacy was being violated. He could never be sure. He could only live in fear, wondering if someone who has contempt for his "old fashioned" right to privacy wasn't spying on him. Fear of spying, fear of informers, fear of police—this sort of thing could easily kill off democratic methods of law enforcement and public respect for police. This sort of legalized "peeping Tom" method of law enforcement is inconsistent with the bold, rugged individualism taught by the freedom-loving men who founded this country and gave us our great traditions; this sort of "the ends always justify the means" approach to catching crooks and spies might really start us rolling down the road to totalitarianism, blackmail and immorality; it would not block progress down that road, as the advocates of unrestricted wiretapping would have us believe. And we think it's an affront to the intelligence of the people of this country to tell them that an officer must have the right to tap phones whenever

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he wants to; nothing could more destroy the ideals of that great profession if officers were to be bamboozled or duped into advocating that they, the protectors of the public, be given the vague, omnipotent privileges which some people have been urging them to demand for themselves. If we are to have wiretapping at all, we must have "safeguards," and real "safeguards," too. It does no credit to law enforcement to belittle and to talk disparagingly of judges, lawyers and prosecutors and other law enforcement officers who recognize this very need.

But we are sometimes told by advocates of unrestricted wiretapping that no decent citizen need ever worry about all this. Only the "bad guy" needs to worry about his privacy—not the "good guy." But has every wire tap used in the past revealed that the subject was a criminal? Has not the evidence ever been negative? To anyone familiar with law enforcement and the many promising but eventually fruitless leads that are tracked down in a big case, any affirmative answer to these questions is a joke. Wiretappers have no super-sensory instinct so that they can tune in only on "guilty" conversations. Of course the phone calls of innocent people are tapped, perhaps in perfectly good faith in most cases, but tapped without result none-the-less—except that an innocent man's privacy is violated. These are the decent citizens that the law must strive to protect. They would get no protection if the law gave the "green light" to the wiretappers or if the police lost sympathy for our basic rights of privacy. These are the decent citizens who would become embarrassed even to tell their wives how much they love them over the telephone if we simply "legalized"—or "modernized," as some say—our laws against wiretapping. Strange ears might be glued to a tap on anyone's line. No one would ever know. What a way to live in a democracy.

A variation of the indiscriminate argument for unrestricted tapping appeared recently in this magazine; it went like this: "Vice-czars, narcotic pushers, and subversives [whose wires are tapped] by the very nature of their pursuits, disenfranchise themselves of the rights of citizenship. Thus they automatically strip themselves of the privileges of good citizenship, including particularly the right to privacy." Stop and think about that for a minute. People automatically stripped of their constitutional rights, not after trial and conviction by jury, but when they are suspected of crime. If there was evidence sufficient to merit conviction, the tap would not be necessary. Wire taps are made to find evidence. Yet it is suggested that the subject is to be stripped of his constitutional rights when suspected early in the investigation—before we have proof of his guilt. This

assertion about automatic "stripping" could be warranted only if every person suspected of crime automatically turned out to be guilty. And every law enforcement officer knows that this is not true. This is an argument for allowing the wiretapper to decide who is guilty and who is to be "stripped" of his rights—for replacing trial by jury with trial by wiretapper. If you were Mr. John Q. Average-Citizen (who will always think that it is the job of law enforcement to protect democratic traditions and the sanctity of privacy), how would this appeal to you? You—all of us—want the assurance that if we someday ever become the objects of an unfounded suspicion of guilt, we will get maximum legal protection. We want the law, respected by the police, to make us feel secure and free; we don't just want to trust these things to the discretion of people who say they must be uncontrolled by the law.

Great power is given to law enforcement agencies in this country. But that power is not unlimited. God forbid that it should be! Of course it would be convenient, especially when time is of the utmost, for law enforcement officers not to have to worry about procuring arrest or search warrants or the possible effects at trial of having beaten a man up or tapped his telephone. But convenience is not the limit placed on law enforcement power. Rights come first. They always have. How can we cultivate and keep a sense of justice among our people unless we practice what we have always preached? What's so terrible about America today that we must throw away the belief that civil rights are all-important? Is the country going to be taken tomorrow by traitors and vice kings because law enforcement officers are not given an absolute privilege to tap wires at will today? That sort of talk is total repudiation of the great tradition that we have—and the sort of talk which would destroy a great deal of the trust that responsible modern law enforcement has built up among the public it serves. That sort of talk is really the wildest sort of zealous "radicalism."

We think it is a good thing that the people and their legislatures refuse to be stampeded into authorizing unrestricted wiretapping, either on the state or the federal level. We submit that the basic objections are unanswerable; and that law enforcement would do well to heed these arguments and resist being drawn into campaigns advocating unreasonable powers. A campaign advocating unrestricted wiretapping power would brand law enforcement as irresponsible destroying the public confidence hard won in recent decades.

This article is not written on the assumption that officers need no additional legal tools in law enforcement. We don't think we have our heads in the clouds—or in the sands. We share

a full realization of the needs. There are many crusades which law enforcement can support proudly and with a good conscience which will help the administration of the criminal law more in the end than will unrestricted wiretapping power. In fact, there are modified wiretap proposals, proposals which request limited authority with the traditional, careful judicial safeguards, which law enforcement might logically support. What is to be lost by a careful showing of probable cause to a magistrate prior to setting up a wire tap? Why not insist that this be done? Why not insist on stringent safeguards? Isn't the judge to be trusted? If some judges are too stubborn in giving permission for searches, let's not develop an attitude of contempt for the law. Remember that the greatest judges in history were those who cherished liberty most; the worst were those who were only too willing to run roughshod over everybody's rights to hang a thief or a suspected traitor. If a few judges bungle today, remember that most are only striving to follow our best traditions.

Is the time element so important in wiretapping that we must abolish search warrants? It would seem that if there is time to assemble the needed electronic equipment, there should also be time to get the contemplated legal equipment, a warrant.

This, then, is a plea to law enforcement to think twice before advocating unrestricted wiretapping power. This is a plea to shout down loose talk about "stripping" suspects of their rights and to heck with "old fashioned" civil rights. Unreasonable demands by officers coupled with contempt for the right of privacy will tear down the confidence of the ordinary citizen and of the legislator as well. Organized law enforcement can be a powerful advocate of measures for its own advancement, but only if it steers clear of such unreasonable demands as unrestricted wiretapping power.

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Weapon-Wise

A Technical Report on Weapons for Law Enforcement

by David O. Moreton, Technical Editor

The Ruger Mark 1 and the Sturm, Ruger Company

With this month's story on the Ruger Mark 1 Target pistol all of the domestic .22 caliber long rifle target grade automatic match pistols manufactured in the United States have been covered. In the next series I plan to cover the High Standard Olympic which shoots the .22 caliber short cartridge and then introduce the various Free Pistols such as the Schultz & Larsen and Hammerli. Later I will continue with the center-fire target grade revolvers and automatics.

The Sturm, Ruger Story

It is unlikely that a story of success like that of William B. "Bill" Ruger and the Sturm, Ruger Company could be told in any other country in the world. To break into a field dominated by companies such as Colt's, Smith & Wesson, High Standard and Iver Johnson is the remarkable feat of a 38 year old man who started along the fascinating road to gun fame as a boy. Bill Ruger was born in Brooklyn the son of a lawyer. He early showed a passion for gun mechanisms. Fortunately Bill's folks spent their summers in Connecticut where Bill could safely hunt and shoot.

Before reaching 18 Ruger had read every book on Firearms on the shelves of the New York Public Library. He was fortunate in obtaining a copy of the 1929 edition of the British Textbook of Small Arms. This textbook, long out of print was a veritable store house of information on mechanisms; and it is claimed that Bill can quote some sections even today verbatim. Bill's early experiments consisted of a blow forward or moving barrel using

a Krag action as a basis for a machine gun design, also developed was a rebuilt Savage Model 99 lever-action rifle so that it became a gas-operated semi-automatic rifle. At this time Ruger was attending the University of North Carolina taking an Academic course.

When 21, Bill got married and went to Europe. Upon returning he spent 6 months in Hartford, Connecticut trying to get a job at Colt's. During this time he improved upon the gas operated Savage design and tried to sell it to the Savage people but to no avail. Unable to get a job in Hartford with

cided to back Ruger's design, they rented a small frame building on Railroad Place in Southport and it is there that Sturm, Ruger and Co., Inc., started. Alex Sturm's knowledge of heraldry is evident in the Sturm, Ruger trade mark, a modified Garfalkin with wings outspread.

As the Ruger automatic caught on, Sturm, Ruger rented an additional building behind the first and then built an addition which connects both buildings. In this angled frame structure approximately 45 persons now produce Ruger Automatics and Single Six Revolvers. The Single Six Revolver which followed the automatic is probably the greatest item of success in Sturm, Ruger's short history.

The Ruger Mark 1 Automatic Pistol

The Mark 1 Automatic Pistol is a semi-automatic pistol with a cylindrical bolt and a straight blow-back type



Colt's Bill returned to North Carolina. While there he got word of an interesting job as a designer of machine guns at the Springfield Armory, this offer was due to the Army's interest in the Savage conversion. Ruger soon found that the Armory was not the place for him and resigned before the year was out, back he went to North Carolina to work on a design of his own. He patented his new design and entered it in the government light machine gun trials.

His entry into the government competition brought Bill to the attention of the Auto Ordnance Corp. of Bridgeport, Connecticut, makers of the famous Thompson Sub Machine Gun or "Tommy-Gun." Auto Ordnance bought Bill's patent and worked out a royalty deal; at the same time they hired him to continue his development work on his machine gun design. Bill stayed with Auto Ordnance until 1945. For the next 3 years Bill's firearms design ability laid dormant but the urge was too strong so in 1949 he started to design again. This time the design was an automatic pistol now being manufactured by Sturm, Ruger.

In 1949 Bill Ruger met the late Alexander Sturm of Westport who was a lover of guns, painting and an authority on heraldry. Alex Sturm de-

action. Though the idea of a blow-back action is not new the production simplifying ideas embodied in the Mark 1 are new. These simplifications allow the Ruger design to be produced at a low cost which is reflected in its economical consumer price. The cylindrical receiver and barrel of the Mark 1 are permanently screwed together, the main moving part, the cylindrical bolt fits into this receiver barrel unit.

With this type of rugged one piece construction it was possible to mount the sights without the usual costly fitting of a slide to be taken into consideration. Since the bolt is the only moving part and there is no slide, the sights are always in the same relative position on the receiver and barrel; thus there is less worry about losing a sight adjustment while firing the Mark 1.

The frame of the Mark 1 is a two piece steel stamping, welded together, deburred, polished and then blued. I cannot find the seam on the frame of the pistol, serial No. 72896 that I have been shooting and believe me I have looked for it with a magnifying glass. There are only 5 screws, not counting the 2 in the Micro Rear Sight, in the Mark 1, 4 of which hold the hard rubber stocks to the frame. The other screw is the trigger stop screw which

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eliminates trigger backlash when properly adjusted. The remainder of the Ruger Mark 1 parts are held in place with staked pins, rivets or split ring type lock washers.

Ruger is also one of the first to design and produce a muzzle brake to help control muzzle flip. The muzzle brake is easily installed. The front sight pin is removed and the brake slid over the muzzle, the brake is then held snugly in place by the new front sight pin supplied with the muzzle brake.

Walter Berger, Bill Ruger's executive assistant and right hand man told me that the muzzle brake has been widely accepted by Ruger shooters and he expects to see some match scores go up as a result of the use of type lock washers.

Comments

The Ruger Mark 1 is remarkably accurate and well made for a gun in its price range. I am inclined to guess that if Bill Ruger put his mind to it, the Mark 1 design could become top competition for the Colt Match Target Woodsman and High Standard Supermatic. If the Mark 1 were precision made to tighter tolerances, rather than production made, it would really become a major contender at the top.

As it now stands the Mark 1 is a nicely built, accurate, moderately priced target gun that I would not hesitate to recommend for the average shooter or plinker. Shooting with the Mark 1 serial number 72896 at my disposal I found that it has a natural hang in the hand and it points nicely. The muzzle brake is really an asset to the shooter, you can definitely see the difference as well as feel the difference with and without the muzzle brake. A shooter used to shooting without a brake will find that the difference will mean higher scores in competition.

I have been able to get excellent groups with the Mark 1. 5 and 10 shot groups usually averaged from the size of a nickel or dime up to an occasional poor group the size of a half dollar. One objection is that the bolt does not stay to the rear on the last shot. This small difficulty can be eliminated by

obtaining a Ruger Slide Lock, manufactured by Ray Coutu, 1535 West Main Street, Willimantic, Connecticut. This slide sells for two dollars, requires no tools to install and fits all Ruger models.

I have fired all types of long rifle ammunition through the Mark 1, Regular, Match, Hi-Speed, Hollow Point, Plated Ammo, Greased Ammo; singly mixed and as fast as the trigger could be pulled. There were no jams or misfires, however, my thumb got mighty tired holding the magazine follower button back each time I loaded the magazine, but that I can't blame on the Mark 1.

The Mark 1 is an excellent, moderately priced pistol as has been said and I enjoy shooting it. I think you will find that most Mark 1 owners are equally satisfied with its performance.

Description

Name of Manufacturer

Sturm, Ruger & Co., Inc.

Name of Weapon

Mark 1 Target Model

Caliber

.22 Long Rifle

Ammunition

All factory loaded .22 caliber long rifle, regular and high speed.

Number of Shots

9

Type of Action

Cylindrical Bolt — straight blow back

Barrel Lengths

5¼" and 6¾"

Overall Lengths

5¼" — 9¾" without muzzle brake
11¼" with muzzle brake
6¾" — 11¼" without muzzle brake
12¾" with muzzle brake

Rifling

Right 1 turn in 14 inches

Bore Diameter

.2145 Minimum

.2155 Maximum

Groove Diameter

.220 Minimum

.221 Maximum

Groove Depth

.003 — .0035

Width of Groove

.062

(Continued on Page 26)

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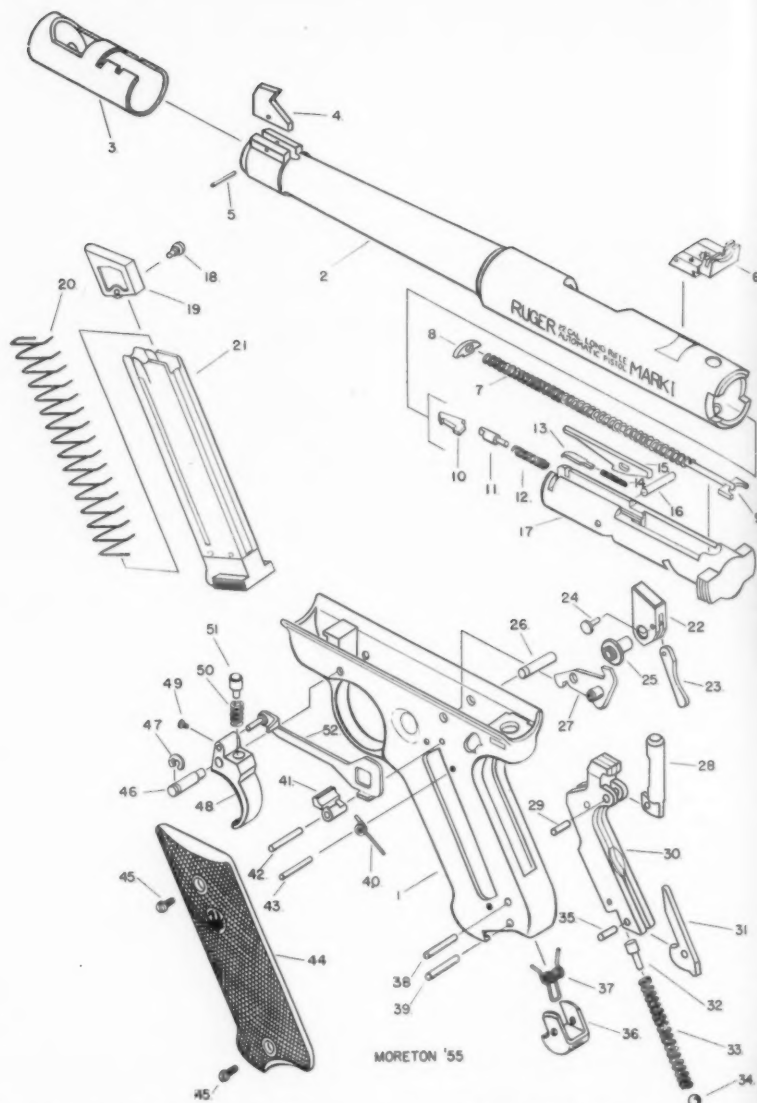
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12. Extractor Spring
13. Rebound Spring Support
14. Rebound Spring
15. Firing Pin
16. Firing Pin Stop
17. Bolt
18. Magazine Follower Button
19. Magazine Follower
20. Magazine Spring
21. Magazine Shell
22. Hammer
23. Hammer Strut
24. Hammer Strut Pin
25. Hammer Bushing
26. Hammer Pivot Pin
27. Safety Catch
28. Bolt Stop Pin
29. Bolt Stop Pivot Pin
30. Main Spring Housing
31. Housing Latch
32. Main Spring Plunger
33. Main Spring
34. Detent Ball
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36. Magazine Catch
37. Magazine Catch Spring
38. Magazine Catch Stop Pin



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40. Sear Spring
41. Sear
42. Sear Pivot Pin
43. Sear Spring Stop Pin
44. Stock
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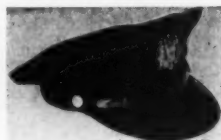
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Modern Self Defense

By R. H. Sigward

NOTE: This is the twenty-third in a series of articles written for **LAW AND ORDER** by R. H. Sigward, formerly instructor of the U. S. Air

Force Military Police, and now director of the Sigward Health Studios, 139 W. 54th Street, New York City.



With this issue we continue the series of pictures on breaking holds. For our protection it is necessary to know both sides of the action—holding and breaking holds. Proficiency demands practice.

CHAPTER XV. Miscellaneous.

How to Break a Come-Along Hold

127-1. After all, maybe the hoodlums have studied this thing, too. Here one has you in this hold.

127-2. Kick with right knee against the outside of his left leg. At the same instant twist your arm to the left and pull it upward.

127-3. Pivot on your left foot to the right and kick him with your right foot in the knee bend. Grasp the fabric of his left shoulder and pull him backward. As he falls, pull your arrested right arm out of his hold. (Continued on Page 28)



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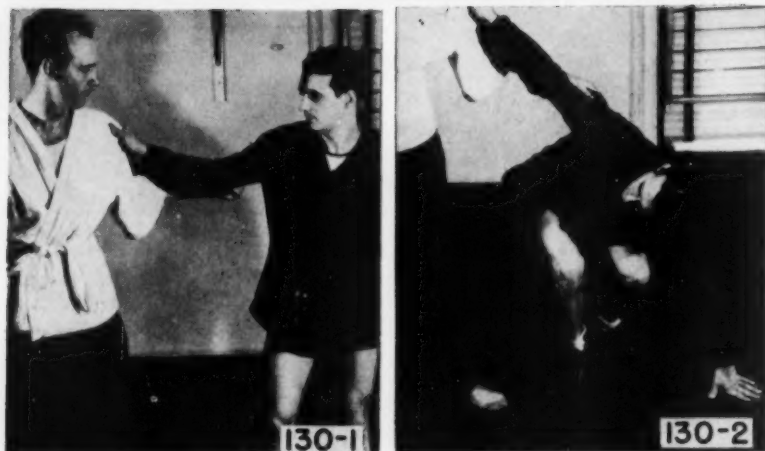
Defense Against Tackle

129-1. This thug has a new approach, charging with his head down. Assume Boxing Stance (see photos #101, 102, Page 16, Nov. 1954.) You will have to be very quick!

129-2. Pivot on your left foot to the left and apply a hacking blow with edge of your right hand, hard and fast—

129-3. to his neck,

129-4. and follow it up with a knee kick to his face.



Scissor Jump

130-1. Here the assailant (in white jacket) grasps your right sleeve and pulls. You grab his sleeve at shoulder

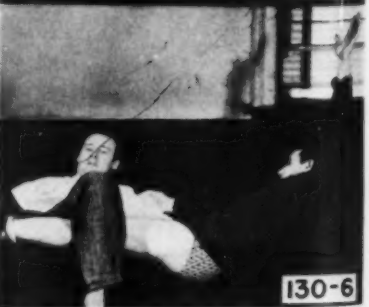
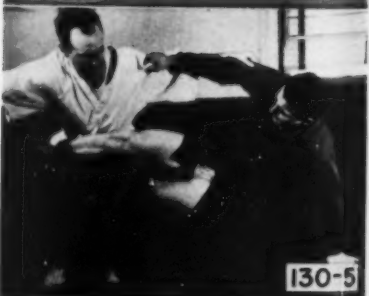
130-2. and bend down. Put your left palm to the floor

130-3. and scissor him,

130-4. hitting the upper part of his leg with your right leg in front, while your left leg clips his lower legs from the rear.

130-5. He will fold up and fall

130-6. hard on his back. From this point you can apply Arm Bar or blows, if necessary.



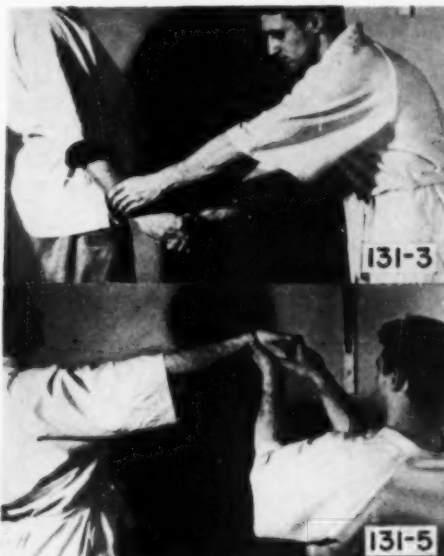
Modern Self Defense



How to Break Handshake Hold

131-1. Here's Mr. Armstrong with your paw in a crushing grip.

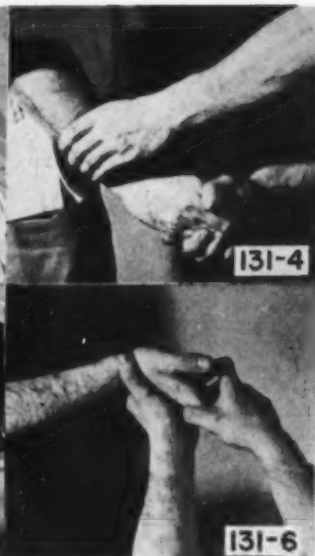
131-2. The back of his hand below the forefinger is weak and sensitive to pressure. Dig the knuckle of your



forefinger into it. The crusher will release his grip.

131-3, 4. Alternate break is to grasp above wrist driving your left thumb hard into his arm muscles, then

131-4, 5. slide left hand to his wrist and raise his hand up sharply,



bending his hand at wrist, which will break the grip.

Perhaps he tries to assault you after release of the hold. Counter-attack! Kick him against the shin and follow it up with Edge-Of-Hand Blow to the right side of his neck.

HERE'S A DEAL!

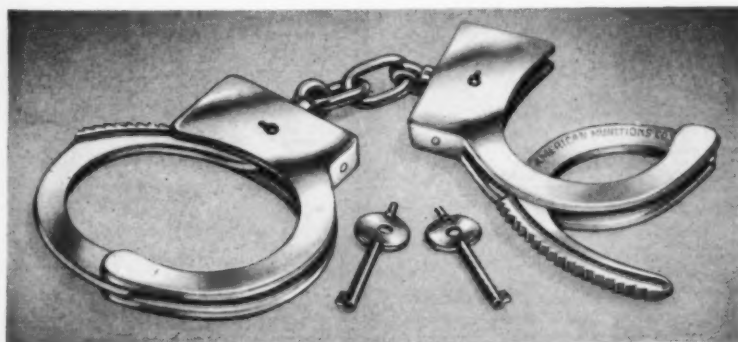
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For further information circle # 42 on Readers Service Card

"According to Law..."

Edited by Irving B. Zeichner
Counsellor-at-Law

REASONABLE DOUBT

The evidence showed that two boys wearing brown jackets grabbed the complainant from the rear pinning her arms behind her and tore from her right hand her grey and black knitted handbag containing a wallet, bank-book and other articles. They ran across the street into the basement of an apartment house and disappeared. The complainant screamed and ran after them, and a woman came over and assisted her.

Patrolman Arons, unaware of this incident, saw two boys with brown jackets standing in front of a subway entrance and noticed that one of them had an unnatural bulge under his zipped-up jacket. He whistled and motioned the boys to wait. As he started towards them, they ran down the subway steps to the station.

Detective Stewart testified that he was in an automobile which had stopped for a light when he saw Officer Arons motion to the boys and saw them run. He descended the stairs and caught one of the boys and saw the other boy head up the stairs where he was apprehended by Arons.

The officers searched both boys but found nothing of a suspicious nature about them. The jacket of one boy was opened and not as originally observed.

Upon questioning, the boys gave four different versions for being in the vicinity.

Officer Arons searched the platform and, in a trash can on top of the dirt, found a black and silver knitted handbag which had dangling from it silver tassels which he believed to be the metallic glint he had noticed hanging from the bulging jacket. While the officers were interrogating the boys, Patrolman Thomas came down the subway steps and asked whether they had seen two boys come that way. He said that a handbag had been snatched.

Officer Thomas then brought the complainant to the subway station. She described her handbag and its contents and upon being shown the bag, identified it as hers. Upon examination, the contents were found intact as described by her.

The complainant testified that she did not see the faces of the two boys who snatched her handbag as they had been behind her. She said that the jackets worn by the two boys apprehended by the police were the jackets she had seen on the boys who snatched her bag. The woman who had come to her assistance could not identify the boys.

Convicted of the crime of grand



larceny, the defendants applied for a certificate of reasonable doubt. Among points raised was that the purse alleged to have been taken from the complainant was not connected to either of the defendants.

The Supreme Court, Special Term, Bronx County, Part 1, denied the application.

"Experience in criminal cases indicates that minor or collateral incidents often occur upon trials which are seized upon by convicted defendants in an attempt to overthrow the conviction and which on appeal are held to have been not prejudicial. Consequently, unless it is shown that the alleged errors are substantial and material and it can be said reasonably that except for such errors the jury would have found that the defendants were not guilty, there can be no holding of a reasonable doubt that the judgment of conviction will be affirmed on appeal."

PROOF OF PROSTITUTION

The District Attorney for the Parish of Orleans sought an injunction prohibiting the use for one year of a certain building in the City of New Orleans on the ground that prostitution was being practiced in the said building.

The record showed that Girard Hirt, a policeman who worked in plain clothes, entered the bar and ordered a drink. A man whose name he later learned was Martin Welp came in and sat at the table next to him. After a few minutes, a barmaid named Elizabeth Largent approached Welp and suggested that he could "go to bed with her" for \$7.00, but that, after a discussion, \$5.00 was agreed upon as the cost.

Officer Hirt related that he and other officers went upstairs a little later and found Welp and the Largent woman entirely nude and in bed together. He said that he "imagined" that they were having sexual intercourse.

Martin Welp, who was arrested when found in bed with Elizabeth Largent, stated that he was accosted by her and that after agreeing on a price of \$5.00, which he gave her, they went upstairs to bed. He said that when the police interrupted them, they had not actually commenced sexual intercourse but were "beginning to begin."

In opposing the issuance of an injunction, the realty company con-

(Continued on Page 31)

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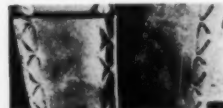
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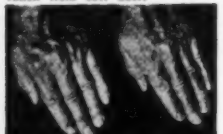
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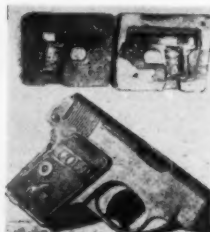
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For further information circle #50 on Readers Service Card

Questions & Answers

(Continued from Page 4)

- 4: Post mortem, although autopsy is the preferred term.
- 5: Money, property or other security furnished by a defendant to allow him physical liberty pending further legal action.
- 6: Yes.
- 7: Any act or conduct which disturbs the peace or promotes disorder. It is not the name of any specific criminal charge but practically all crimes are breaches of the peace.

About the Author



We first met Chief Schwarz during the early days of LAW AND ORDER and at that time did a "Chiefly Chatter" on him (Aug. 1953). He had been conducting a correspondence course with the patrolmen of neighboring communities. At that time 88 men were writing the answers to his questions and he was giving his time to improve the policeman's knowledge of his job. We have felt a Q and A column would be of interest to our readers and naturally we thought of the Chief to compile it. Chief Schwarz is president of the Police Chiefs Assn. of Middle Eastern Pennsylvania, a member of the Pennsylvania Chiefs of Police Assn. and of the International Association of Chiefs of Police. He has been a law enforcement officer for over twenty one years.

- 8: An order of a court, directed to a lower court, ordering all the records of a particular case sent to the higher court for review. Called a writ of Certiorari.
- 9: Permission of the court having jurisdiction in a case to allow it to be tried in another court, usually in another county.
- 10: When he could show to the court having jurisdiction that prejudice was so strong against him in that county that a fair trial could not be had.

- 11: A writ issued by a judge, magistrate, alderman, or justice of the peace ordering a person committed to prison.
- 12: Those laws which derive their authority solely from usage and custom and not from any act of legislature.
- 13: England.
- 14: An accusation is a sworn statement made in writing before a minor judiciary, charging a person with the commission of a crime. A complaint is also made in order to secure a search warrant.
- 15: The organic and fundamental law of a nation or state.
- 16: Disorder in the presence of the court or refusal to obey an order of the court.
- 17: It is the body of the crime or the essential acts or facts which prove that a crime was committed. In a murder, it would be the dead body, and in a larceny it would be the goods stolen.
- 18: An organ of government belonging to the judicial department whose function is the application of the laws to controversies brought before it and the public administration of justice.
- 19: Any violation of the law for which a person may be fined or imprisoned.
- 20: The person who is charged with having committed the crime.
- 21: Proof, legally presented at the trial of a case to prove or disprove the guilt or innocence of a person.

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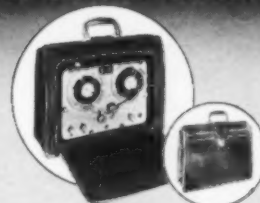
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For further information circle #44 on R. S. C.

According To Law (from Pg. 30)

tended that there is proof of only one single occurrence and that even as to that occurrence it is conceded that there was no actual sexual intercourse. It was further maintained that a single act or even a series of immoral acts by the same persons does not constitute the conducting of prostitution.

The Court of Appeal of Louisiana issued the injunction and held that in order that it be shown that prostitution is practiced it is not necessary that there be proof such as might be required where there is involved a criminal prosecution. It is well settled that the mere offering by a woman of her body to indiscriminate intercourse with men constitutes prostitution.

Random Shots

Recently we mailed a questionnaire to our readers and we are grateful for the great number who helped us by taking time out for the answers. One chief remarked that they give tickets for overtime parking (by the meters) but if the car owner brings the ticket into the station within the hour, he is charged only a nickel. Any time over that, he pays the full fine. He says it is a wonderful piece of public relations and we can well imagine that.

Traffic Control Systems

A Special Report to Police Chiefs based on 945 Reports Received from all over the U. S. A. Part I

Some weeks ago LAW AND ORDER mailed questionnaires to every Police Chief in the country in order to obtain information for articles for the June and July issues. 970 Chiefs cooperated by answering in time for the June analysis on traffic control systems. Due to the length of the material we have obtained, this article will report about the findings from towns up to 10,000 population and for contrast, 26 reports from cities of over 100,000 population.

In July, we will complete the article with an analysis of two groups of cities, 10,000 to 20,000 and 20,000 to 100,000, together with a summary, which will tabulate the average findings for a composite city, town or village in 6 groups, one of which will be close to your own situation as a reader.

As all reports are strictly confidential, the tabulations that are provided in this article are based in each case, upon a "composite" or average place. Thus, this article breaks into 4 group studies, the first for villages up to 2,500, and the 2nd for towns 2501 to 5,000, the 3rd for 5,000 to 10,000, and the 4th for contrast, studies the cities of over 100,000. If you do not find your city in these groups, may I ask you to look for it in the July report?

Villages

A composite report of the 112 answers received from villages and towns up to 2500 population is shown below.

These reports covered a total population of 189,488, which averaged out to 1691 as the "composite" town reporting. 94 Chiefs reported a total of 2756 miles of roads in their towns, or an average of 29.3 miles for this "composite" town. 18 did not report the miles of road. Only 60 reported on the number of cars, and most gave round numbers, but the 40,737 cars they reported would average 679 per town, or a ratio of 2.5 people per car, and 43.2 cars per mile of road.

On the questions pertaining to Electric Traffic Signals, 107 reported. Just over half had such signals, 56, compared to 51 reporting no signals. They averaged 2.1 signal lights per town having them. "Time Controlled" lead by 29 compared to 13 Centrally controlled and 3 "manual only." Three had flashing lights only. However, the "manual" question was a mistake because almost all reported that they could manually control their lights. Eight towns are planning to install Electric Signal Lights.

The "Parking Meters Questions" proved that most towns this size do not use meters. 103 Chiefs answered, 89 reporting no meters (86.5%) and 14,

(13.5%) had them. 8 such towns planned meters. None planned to discontinue them. A general pattern appeared in the answers of "No signals, which followed out with "no meters," "no change in Road Signs program."

The "Road Signs" questions showed that more than half of those who answered planned to expand their road sign program, 40, compared to 33 who reported that they would make no change this year. Of the 40, however, 6 planned the expansion but did not expect to get it going this year. Only two Chiefs said they would "reduce road signs", but three more who planned expansions also planned reductions, a normal switch-around probably to better locations.

Some of the significant comments on these reports are quoted to round out the complete picture:

"I think Parking Meters are okay," says a Chief of a town of 715 at present without meters. A Chief reporting 2 Electric Signals comments: "Our community (1500) is strictly residential with only 1 north and 1 westbound through street." A Chief of a town of 2500 with 1500 cars reports: "We have no traffic signal or parking problems. The town shopping center is well planned with adequate parking." Another says: "Due to arterial highway here, we are planning to raise speed limits in the hope that traffic will appreciate this advantage and then be more mindful of the legal limits."

The Chief of a town of 1880, with 300 cars, and which must be quite a shopping center writes: We have 6 time controlled Signal Lights, and 160 parking meters on the street at present. We are renewing signs as they need replacement." In contrast a town of 1984 with 600 cars and no signals or meters

reports, "No parking meters will be installed here. Road signs presently adequate." Yet, from a smaller place (1200 with one electric signal) the Chief writes: "I believe that within a year or two we will have meters. We spent about \$400.00 this year on road signs and speed signs." Another Chief of a town of 1800 with 470 cars says, "We have 300 cars here on Saturdays."

2501 to 5000 Towns

Now, turning to a larger type of town, we received 202 reports from Chiefs in places of 2501 to 5000 population. The average "Composite" town of this group had 3874 people, 1623 cars and 33.8 miles of Road. There are 2.4 people per car, and 48.1 cars per mile of road reported.

More than half of these places had electric traffic signal system, and used parking meters. The summary of the questionnaires is filled in below. 196 Chiefs reported on Traffic Lights, 138 using them, for a total of 396 lights, or an average of 3.6 per town. Timed lights pulled away ahead with 90 installations as compared to 23 for centrally controlled, and 11 for manual. Two towns reported "Flashing Intersection Lights" which should have been on our questionnaire. Of the 58 that reported "No Traffic Signals," 24 had plans to install them. The other 34 reports ran consistently negative, reporting "No meters" and "No change in Road Sign Program for this year, or else "Reducing Signs."

On the parking meter question, 106 Chiefs reported having them, and 88 not. Of the 44 installations planned, (some quite large as the comments will indicate,) nearly two-thirds were from towns not equipped at present. Some of the Chiefs told us how many meters they had, and typical were these:

112 REPORTS. Class—Towns up to 2500.

Estimated miles of road in your city or town: 29.3 Average.

Population: 1691. If you know, approximate auto registrations: 679.

Do you have electric traffic signal system? (56) Yes (51) No (8) Planned (13)

Centrally controlled (29) Time control only (3) Manual only (3) Flashers

Do you have parking meters? (14) Yes (89) No (8) More planned (0) Will discontinue.

Road sign program? (40) Expanding (33) No change this year (2) Reducing signs.

Comments:

202 REPORTS. Class—Towns 2501 to 5000.

Estimated miles of road in your city or town: 33.8 Average.

Population: 3874 Average. If you know, approximate auto registrations: 1623.

Do you have electric traffic signal system? (138) Yes (58) No (24) Planned (13)

Centrally controlled (90) Time control only (11) Manual only

(3.6) Estimated or actual number of installations.

Do you have parking meters? (136) Yes (88) No (44) More planned (3) Will discontinue.

Road sign program? (81) Expanding (62) No change this year (8) Reducing signs.

Comments:

Summarized by William C. Copp

219 REPORTS. Class—Towns 5001 to 10,000.

Estimated miles of road in your city or town: 46.4 Average.

Population: 7807 Average. If you know, approximate auto registrations: 2758 Average.

Do you have electric traffic signal system? (187) Yes (31) No (12) Planned (22)

(Centrally controlled (129) Time control only (6) Manual only

Estimated or actual number of installations.

Do you have parking meters? (139) Yes (73) No (60) More planned (4) Will discontinue.

Road sign program? (92) Expanding (63) No change this year (7) Reducing signs.

Comments:

"Our town of 3000 population has 274 meters." "We have 250 meters here, in a town of 3500."

At the end of this report we will show comparative figures for each of these town size groups, based on an average town in each group. But to be specific, rather than "average" here are direct quotations from Chiefs in this group:

"Some of our 6 traffic signals are vehicle actuated. We also use 4 Way Stop flashing red signals." "The electrical traffic signs are maintained for us by the State of Rhode Island." "We plan electrical signs on local highway junction with U.S. Highway, and Minnesota Highway. We also have a joint Road Sign Program with the county and state. We plan parking meters in the near future." Indicative of the trend is the report from one Chief "We are widening and resurfacing all main roads and city streets."

A Chief from South Dakota reports "We do not have parking meters as yet,

but are presently discussing them." Another, from a town of 4500 writes, "150 Parking meters being installed in June 1955." A Police Chief in a town that has meters writes, "No parking meters are planned at this time, but we will add in proportion as it grows." Another tells us, "Parking Meters are going very well here. Since I took over the Chief's job about one year ago I have more than doubled the traffic signs in town."

More comments on signs are such as these: "We are installing more stop signs also more 'No Parking' signs. We are also installing about 150 more parking meters in June." "We are placing stop signs and slow signs in different parts of the village (4457) where most needed." From a town of 2825 "Due to increased growth, we find that additional signs are necessary, but we put up as few as possible." Another Chief reports "We are taking some U Turn signs down."

One Police Chief is a real booster for his town, and I will risk quoting Chief

W. V. Whetstone, of Denmark, South Carolina's extra comment: "We have wide streets and parking lots, good lights and plenty of good water." Sounds nice and enticing, doesn't it!

5,001 to 10,000

The "composite" town in this group turned out to have a population of 7807. The police in this town had to handle 46.4 miles of road and 2758 autos were registered. As the community grows larger the ratio of people per car increases to 2.8 and there are 60 cars per mile of road.

Of course, traffic control signals jump tremendously. 219 towns were reported in this population group. However, not all Chiefs gave us answers on all questions. 187 told us they had electric signals and the average per town were 6. 31 towns reported no electrical signals, but of these, 12 plan installations this year. Half of them reported the number of signals to be erected, specifically, 1, 2, 3, 6, 7. 86% of the towns in this size class are using electric traffic signals.

212 Chiefs reported to us on parking meters, 139 using meters compared to 73 not using them. 60 of these towns plan to increase their number of parking meters and about half the towns not now equipped actually plan these installations. As 65% are already

(Continued on Page 34)

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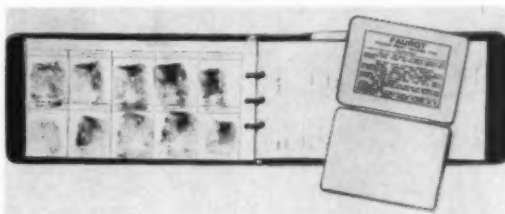
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Traffic Control

equipped with parking meters, this means that soon 80% of the towns in this size group will be so equipped. Four places with population from 5,000 to 7,500 are actually planning to discontinue parking meters, but this small exception proves the strength of the trend towards more meters.

The Road Sign program received only 162 reports, which broke down as follows: 92 towns expanding road signs, 63 towns making no change this year and 7 actually reducing their number of road signs.

Large Cities

25 reports were received from Police Chiefs in large cities of 100,000 and above. To conceal identity, again I have averaged these figures for a "composite" city. The population of this average city is 342,277. Its citizens own 130,801 automobiles. It has an average of 2.5 people per car. 705 miles of road are used by these cars, which means that this composite city has 185 cars per mile of road, if they all came out at once. The summary report is shown below:

All but 1 of these cities had electric traffic signal systems. 4 planned additional lights this year. The cities averaged 230 lights each.

Again 25 cities reported parking meters and only 1 city (a different city this time) had no parking meters. 15, or 60% of them planned to extend parking meters and none to discontinue them. 1 city reported that it used 25 officers full time for traffic plus 6 meter checkers.

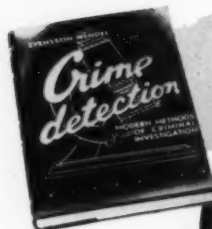
On the road signs, 18 cities planned to expand their road sign program and the balance reported that there would be no change. 1 city which planned expansion also, included reductions probably indicating a shift to better locations.

The report on the larger cities will be of interest to fellow Police Chiefs but will help you to round out the picture. This article will be completed in July. I hope that you find this information helpful.

Random Shots

We received a letter from Richard Inman in which he calls to our attention the dates of the next training period for polygraph examiners. The course is for six weeks beginning July 18th until August 26th. For more information and a bulletin write to the Keeler Polygraph Institute of 341 East Ohio Street, Chicago 11, Ill.

Chief Ernest Wiebicke of the Clarkstown Police at Nanuet, New York, sent us one of his mailing pieces in which is enclosed a gummed sticker for his citizens to place on their telephones. In case of emergencies they need not waste time looking for the police number—it is right before their eyes.



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